

ACCOUNTS AND PAPERS:

SIXTY-THREE VOLUMES.

— (49.) —

COMMERCIAL REPORTS—*continued.*

Session :

31 January 1893—5 March 1894.

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1893-94.



ACCOUNTS AND PAPERS:

1893-94.

SIXTY-THREE VOLUMES:—CONTENTS OF THE

FORTY-NINTH VOLUME.

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1893.

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N^o. 1251.

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AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892

ON THE

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DISTRICT OF SAN FRANCISCO.

REFERENCE TO PREVIOUS REPORTS, Annual Series Nos. 1081 and 1086.

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.*

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UNITED STATES.

SAN FRANCISCO.

Consul Donohoe to the Earl of Rosebery.

My Lord, *San Francisco, May 1, 1893.*
 I HAVE the honour to enclose herewith, Annual Reports on
 the Trade, Commerce, and Agriculture of San Francisco,
 Portland, Astoria, Tacoma, Port Townsend, Los Angeles, and San
 Diego for the year 1892.

I have, &c.
 (Signed) DENIS DONOHOE.

*Report on the Trade, Commerce, and Agriculture of the Consular
 District of San Francisco for the Year 1892.*

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NOTE.—All values in this report are reduced to sterling at the rate of 5 dol. to the £.

General Remarks.

General
remarks.

San Francisco, like most of the commercial centres of the world, has shared in the general depression which has prevailed during the past year, and there are, as yet, no definite indications of improvement.

Both the exports and imports show a considerable falling-off, and the great depreciation which has taken place in the value of many articles of commerce has had its natural effect on the mercantile interests, the result being that very few lines of business show a satisfactory result on the year's work.

The wheat crop, the principal industry of the country, was good but the prices realised were low.

Overland freight rates continue to militate against the sale of California production in the Eastern States, but the establishment of clipper lines round Cape Horn and of a new steamship line to run via Panama, in opposition to the Pacific Mail Steamship Company, gives a prospect of relief in that direction.

Freights by sailing ship were exceedingly low throughout the year, being governed principally by the price of wheat.

Remarks relating to the various subjects connected with shipping, trade, population, and agriculture will be found in this report under the following heads, viz. :—

Shipping and Navigation.

The following table shows the number and nationalities of vessels which entered and cleared during the past year :—

Annex A.—RETURN of all Shipping at the Port of San Francisco during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	210	369,294	62	102,342	272	471,636
American, from foreign countries	287	186,880	191	308,907	478	495,787
American, from Atlantic Ports of Union ...	53	98,393	4	7,082	57	105,475
Nicaraguan ...	7	5,704	21	25,054	28	30,758
German ...	15	20,428	11	18,777	26	39,205
Hawaiian ...	8	6,299	14	26,964	22	33,263
Norwegian ...	11	14,981	...	...	11	14,981
Miscellaneous ...	11	11,300	1	272	12	11,572
Total ...	602	713,279	304	489,398	906	1,202,677
„ for the year preceding ...	627	735,312	348	576,882	975	1,312,194

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	213	356,388	65	102,961	278	459,349
American, to foreign countries	256	204,975	191	310,795	447	515,770
American, to Atlantic Ports of Union ...	29	51,256	3	5,076	32	56,332
German ...	19	24,558	10	17,070	29	41,628
Nicaraguan ...	4	3,436	21	25,054	25	28,490
Hawaiian ...	8	6,299	15	28,890	23	35,189
Norwegian ...	9	12,282	...	...	9	12,282
Miscellaneous ...	11	7,816	2	378	13	8,194
Total ...	549	667,010	307	490,224	856	1,157,234
„ for the year preceding ...	475	514,912	328	546,115	803	1,061,027

NOTE.—The entrances and clearances of American ships do not include the coasting trade, whaling, or fishing voyages.

Increase of clearances.	The number of British vessels entering the port was only four less than in 1891, but the clearances show 94 more ships than in that year. At the beginning of the year there were 63 British ships in port and many vessels remained here an unusually long time, as their owners were not willing to accept the low rates of freight offering.
Charters.	Freights have ruled low throughout the year. The market was low in January when the rate was 1 <i>l.</i> to 1 <i>l.</i> 5 <i>s.</i> for iron ships to the United Kingdom for orders. In February a large iron ship was chartered at 18 <i>s.</i> and another at 1 <i>l.</i> for orders. In June the asking rate was 1 <i>l.</i> 5 <i>s.</i> for large iron ships for orders, and 1 <i>l.</i> 7 <i>s.</i> 6 <i>d.</i> for small handy vessels. In the beginning of the season quite a number of charters were made to arrive at 1 <i>l.</i> 10 <i>s.</i> to 1 <i>l.</i> 12 <i>s.</i> 6 <i>d.</i> for July, August loading, but the charterers lost money on them, as at no time during the closing half year did the market approach this figure. There was a sort of revival in August when 14 vessels were engaged at 1 <i>l.</i> 5 <i>s.</i> to 1 <i>l.</i> 7 <i>s.</i> 6 <i>d.</i> The ruling rates during the autumn were 1 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> to 1 <i>l.</i> 5 <i>s.</i> according to the size of the vessel. Towards the close of the year the market was down to 1 <i>l.</i> to 1 <i>l.</i> 1 <i>s.</i> 3 <i>d.</i> for iron ships, United Kingdom, for orders. Quite a number of vessels left in ballast rather than take prevailing rates and others loaded on owner's account.
Improvements to harbour.	The sea-wall has been extended past the ferry landings, and it is intended to erect a handsome depôt which will accommodate all the ferry lines and provide waiting rooms for the passengers arriving on the overland trains, &c.
Shipbuilding.	The Union Ironworks turned out a fine passenger steamer during the year, which is employed in the regular line between this port and China. They have also built a coast defence vessel for the United States Government, and have other warships in course of construction.
Sailing and steam vessels competing with the railroads.	The establishment of two new lines of sailing vessels between this port and New York, and of a new steamship line viâ Panama, has had the effect of reducing freights by sea from 1 <i>l.</i> 8 <i>s.</i> to 16 <i>s.</i> per ton. It has also caused some reduction in the railroad rates with more probably pending.

Trade and Commerce.

The following tables show the exports and imports for the past 2 years:—

Annex B.—RETURN of Principal Articles of Export from San Francisco during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Wheat and flour ...	Centals ...	13,108,617	3,787,122	20,643,896	6,714,125
Tinned salmon ...	Cases ...	412,439	382,366	442,581	393,100
Tinned fruit and vegetables ...	" ...	465,482	310,446	230,953	189,309
Barley ...	Centals ...	1,176,207	252,907	899,541	247,998
Timber ...	Feet ...	21,236,533	98,618	19,931,487	95,053
Wine ...	Gallons ...	537,392	70,562	5,370,408	417,827
Brandy ...	" ...	250,335	39,116	433,399	79,079
Quicksilver ...	Flasks ...	3,808	33,391	4,010	34,485
Other articles ...	...	...	1,364,503	...	1,597,969
Total ...	...	...	6,389,681	...	9,767,945

NOTE.—The exports of wine and brandy for 1891 contain also the shipments by sea to New York.

RETURN of Principal Articles of Import to San Francisco during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Raw silk ...	Lbs. ...	4,399,411	2,839,014	5,067,758	3,242,995
Sugar ...	Tons ...	123,104	1,448,470	138,187	2,358,650
Coffee ...	Lbs. ...	22,434,505	762,802	22,223,214	775,101
Coals ...	Tons ...	808,639	566,841	1,015,854	683,556
Rice ...	" ...	21,571	261,341	19,635	173,261
Tin-plates ...	Boxes ...	374,426	227,462	291,484	378,929
Tea ...	Lbs. ...	5,274,442	160,855	7,339,069	232,617
Cement ...	Barrels ...	203,953	66,347	577,982	331,193
Scrap-iron ...	Tons ...	11,631	52,339	26,669	69,335
Pig-iron ...	" ...	7,829	33,291	12,333	49,532
Bullion and coin ...	...	...	1,796,077	...	2,002,231
Other articles ...	...	...	916,751	...	467,736
Total ...	...	...	9,121,590	...	10,665,196

The exports show a falling-off of 3,428,364*l.* as compared with 1891. Besides the above exports of merchandise there were exports of treasure amounting to 2,915,316*l.* made up principally of Mexican dollars and silver bullion. The shipments of merchandise by sea to New York and other eastern ports amounted to 1,709,741*l.* against 1,074,445*l.* in 1891.

The imports show a decrease of 1,543,606*l.* as compared with last year.

The exports of wheat and flour show a large decrease in both quantity and value as compared with 1891, and are the smallest we have had in some years. The receipts at this port have also been smaller than in a number of years, and both this and the decreased export is accounted for by the farmers holding back their crops for higher prices. The year, as far as prices are concerned, has been a bad one for both shippers and farmers. The market

opened, for best shipping wheat, at 7s. 1½*d.* per cental to 7s. 2½*d.* per cental in January, and closed in December at 5s. per cental to 5s. 2½*d.* per cental, the lowest price reached during the year.

Flour.

The exports of flour also show a falling-off, being given as 1,115,267 barrels as against 1,231,993 barrels in 1891. The principal consumers of California flour are China and Great Britain, the former taking 386,508 barrels and the latter 385,374 barrels.

Barley.

There was a larger barley crop in 1892 than in 1891, and as a natural consequence the exports were heavier. Prices declined however, and the downward tendency continued during the whole of the latter half of the year.

Salmon pack.

The pack of salmon on this coast is given as follows:—

Description.						Quantity.
						Cases.
Alaska	..	..	..	..	..	480,000
Columbia River	..	..	..	..	..	502,800
Rogue River	..	..	..	..	..	11,000
British Columbia	..	..	..	..	..	221,797
Oregon (autumn)	..	..	..	..	..	118,000
Puget Sound	..	..	..	..	..	35,000
Sacramento River	..	..	..	..	..	10,000
Outside rivers	..	..	..	..	..	10,000
Total						1,388,597

This shows a decrease as compared with last year of 229,515 cases. Owing to a combination among the packers the prices realised were fairly profitable.

Tinned fruit
and
vegetables.

The following is an estimate of the pack of this year by a leading packer:—

Articles.					Quantity.
					Cases.
Apples	..	..	..	..	5,000
Apricots	..	..	..	..	200,000
Asparagus	..	..	..	..	7,000
Blackberries	..	..	..	..	15,000
Cherries, white	..	..	..	..	25,000
" black	..	..	..	..	20,000
Currants	..	..	..	..	1,500
Gooseberries	..	..	..	..	3,000
Grapes	..	..	..	..	30,000
Nectarines	..	..	..	..	2,000
Pears	..	..	..	..	125,000
Peas	..	..	..	..	27,500
Peaches	..	..	..	..	200,000
Plums	..	..	..	..	50,000
Quinces	..	..	..	..	3,300
Raspberries	..	..	..	..	2,500
Strawberries	..	..	..	..	2,500
Total					719,300
Miscellaneous —					
Pie fruits	..	..	..	..	50,000
Tomatoes	..	..	..	..	200,000
Jams and jellies	..	..	..	..	25,000
Total					275,900
					719,300
Grand total					994,300

The overland shipments are said to be larger than in 1891, but reliable figures are not obtainable at present. The exports by sea are over double the quantity sent away last year. Prices were low during the early part of the year, but improved later with an increased demand from the Eastern States.

Both the receipts and exports have been larger than in 1891, but the excessive competition leaves little profit in the business. The attempt to raft lumber from Fort Bragg to this city, though at first a failure, was at last successful, and three great rafts, with an aggregate of 4,000,000 feet, were successfully brought here.

The receipts of California wine and brandy at San Francisco in 1892 were as follows:—

Wine and
brandy.

Description.					Quantity.
					Gallons.
Wine	..	..	..	..	9,474,353
Brandy	..	..	..	..	636,080

The vintage of 1892 was the smallest in some years, and this helped to materially strengthen the market.

The shipments by rail and sea were as follows:—

Description.					Quantity.
					Gallons.
By rail overland	..	..	..	..	6,404,520
„ sea to New York	..	..	..	..	4,337,498
„ foreign countries	..	..	..	..	537,882
Total	..	..	..	..	11,279,400

The total shipments for 1891 by rail and sea were 11,203,259 gallons.

The quantity sent to Great Britain was 73,171 gallons, against 64,950 gallons in 1891.

The prospects of the wine trade are bright for the coming year. Added to the firmer feeling is the certainty of cheaper freights by rail and competition between the steamship lines to Mexico and Central America.

Brandy.

The shipments by rail and sea were as follows:—

Description.					Quantity.
					Gallons.
By rail overland	..	..	..	..	371,871
„ sea to eastern ports	..	..	..	..	290,956
„ foreign countries	..	..	..	..	250,335
Total	..	..	..	..	913,162

The quantity sent to Great Britain was 109,048 gallons, against 58,560 gallons in 1891.

California brandy is monopolising the markets more and more every year, and only the very best brands of European brandies stand any chance against it. The importation of foreign brandies is falling-off.

Quicksilver.

The production for the year is given as 27,993 flasks, as compared with 21,022 flasks in 1891. Prices have steadily declined, which, with the continued fall in the price of silver, indicates a very poor outlook for the California mines.

Sugar.

The principal supply comes from the Hawaiian Islands, and 115,598 tons were imported from there in 1892; 3,651 tons come from China, and 3,328 tons from Java.

Prices have been low owing to the removal of the duty on sugar imported from other countries besides the Hawaiian Islands, and the production of beet sugar in this State. The amount of beet sugar produced in California last year was 9,797 tons, against 3,649 tons in 1891. A small consignment of 264 tons of beet sugar was received from Germany.

Coals.

The imports of foreign coals have been as follows:—

Country.				Quantity.
				Tons.
From British Columbia	..	..	..	427,925
Australia	..	..	..	255,334
Great Britain	..	..	..	121,274
Other countries	..	..	..	4,106
Total	..	..	..	808,639

The imports for 1891 were 1,194,959 tons. Low prices have ruled throughout the year, in fact the average quotations have been the lowest on record, and under ordinary circumstances such low-priced fuel should have made our manufacturing interests very profitable, but unfortunately general business in that line has been below the average. The importers of foreign coals have been the principal sufferers, as there have been losses made in almost every cargo of British and Australian coal which has arrived unsold, notwithstanding the fact that the rates of freight paid for the carriage of coal have been exceptionally low. The market is now recovering somewhat, with evidence of further strengthening. If the new Administration should abolish the duty on coal, it would lead to an increase of consumption.

Messrs. Wells, Fargo, and Company's annual statement of Metal precious metals produced in the States and territories west of the Missouri River, excluding British Columbia and Mexico, gives the production for the last 2 years as follows:—

Year.	Gold.	Silver.	Copper.	Lead.	Total.
	£	£	£	£	£
1892	5,969,489	10,121,520	3,874,103	2,286,789	22,251,901
1891	6,337,023	12,122,801	2,652,332	2,477,156	23,589,312

The export of silver during the past year to Japan, China, the Straits, &c., has been 2,623,212 dol.

The imports have been larger than for many years, and were pretty well consumed, as the year closed with a comparatively small stock on hand, not exceeding 50,000 boxes. Prices declined, however, closing at 1*l.* 3*s.* 4*d.* to 1*l.* 4*s.* per coke. Tin-plates.

Some shipments of California tin were received during the year from the Cajalcio mines, but they have closed down, and it is not known if they will resume work again.

The imports have been less than half the amount received last year, but we opened the year with an immense stock, and the market has been in a weak state throughout the year, and sales have been made as low as 8*s.* per barrel. Considerable losses have been incurred in the trade. Cement.

The imports have fallen off very materially, as compared with last year, which is due to the dulness of the foundry trade and the general dulness of trade in this city. Scrap and pig-iron.

The following table shows the value of all exports and imports:—

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to San Francisco from and to Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	3,881,688	3,491,887	897,359	1,023,976
China	540,778	634,499	1,305,780	1,546,187
Hawaiian Islands ..	510,996	800,107	1,568,511	2,328,133
Central America ..	438,079	499,114	663,430	713,490
Mexico	281,710	326,306	180,049	171,841
Australasia	199,214	324,081	263,017	303,469
Japan	112,376	147,835	2,618,398	2,681,838
Canada	106,760	168,094	359,258	438,657
Pacific Islands ..	83,648	98,656	62,242	61,529
Belgium	76,817	370,605	171,515	152,447
South America ..	61,847	223,598	58,516	112,081
Germany	46,576	28,279	170,793	273,568
Asiatic Russia ..	22,579	38,290	76,044	65,793
France	17,005	2,526,129	211,524	275,160
East India	8,688	5,882	376,384	252,736
Other countries ..	1,320	84,283	148,770	269,291
Total	6,339,581	9,767,945	9,121,590	10,665,196

The majority of wheat laden vessels clear for Cork for orders, and the value of their cargoes is included in the exports to Great Britain. A number of them, however, receive orders at Cork to proceed to continental ports to discharge, so that the actual value of the exports to Great Britain are probably considerably less than the amount that appears in Table C.

The great difference in the value of the exports to France, as compared with last year, is owing to the large number of wheat laden vessels which cleared direct for that country in 1891.

Population and Industry.

Diseases.

The Health Officer's last report, which is made up to June 30, 1892, classifies the deaths in this city as follows:—

Description.	Number of Deaths.
Zymotic diseases	1,002
Constitutional diseases	1,293
Local diseases	3,488
Developmental diseases	789
Violent deaths	338
Unascertained	1
Total	6,911

This shows an increase of 261 deaths over 1891, which is attributed to the prevalence of the influenza.

The percentage of deaths is given 20·94 per 1,000, on an estimated population of 330,000. Death rate.

The Health Officer recommends the city authorities to pass an ordinance compelling all street car lines to thoroughly fumigate every car daily before being sent on their respective lines, as, in his opinion, diseases are propagated by their agency, especially in poorly ventilated cars.

The value of new buildings for 1892 has been comparatively light, barely one-half of those erected in 1890, and considerably less than in 1891. The figures for the last 3 years are as follows:— New buildings.

Year.	Number of Buildings.	Value.
		£
1890	1,537	2,125,813
1891	1,537	1,448,692
1892	1,047	1,127,491

The arrivals and departures for the past 3 years compare as follows:— Passenger movement.

Year.	Arrived.	Departed.
1890	82,733	62,287
1891	91,568	63,319
1892	94,808	66,965

The local agents of Messrs. R. G. Dun and Company gives the number of failures in San Francisco during the year 1892 as 256, with liabilities of 386,708*l.*, and for the remainder of the State 379, with liabilities of 518,603*l.* Business failures.

The mileage of the Southern Pacific Railroad has been increased during 1892 as follows:— Railway progress.

From—	Miles.
Fresno to Collis	15 ³⁹ ₁₀₀
Redlands Junction to Crafton	7
Increase of length of main line in 1892 ..	4 ⁴⁰ ₁₀₀

Roads acquired and operated in 1892—

From—	Miles.
Motor Junction to Bernardino	7 ⁶ ₁₀₀
Fresno to Pollasky	23 ⁷⁰ ₁₀₀

Built in 1892, operated February 1, 1893—

From—	Miles.
Bakersfield to Asphatto	47 ⁴⁰ ₁₀₀

Manu-
factories.

The decrease of mechanical pursuits in California at present is largely due to the fact that manufacturers in the Eastern States having increased their facilities for producing goods, can deliver them in San Francisco at prices far below what can be afforded by our home factories, and there are instances where the labour alone on a manufactured article equals or exceeds the price of a similar article sent from the East and freighted here. The high prices of wages and coal on this coast, together with discrimination of freight rates, makes it impossible for many industries to compete with the manufacturers of the Eastern States.

Labour
markets.

During the past winter there have been large numbers of unemployed in this city. I should strongly dissuade any skilled artisan or labouring man from coming to San Francisco, or, in fact, the Pacific Coast, in the hope of finding employment. There are more men here now than can obtain steady work, and the only good opening is for competent female domestic servants, who would have no difficulty in obtaining places at from 4*l.* to 6*l.* per month. They are expected to perform more work, however, than in similar places at home.

Opening for
domestic
servants.

The Commissioner of the Bureau of Labour Statistics of the State of California, in his biennial report for the years 1891-92, recommends the passage of an Act by the State Legislature for the establishment and maintenance of free public employment offices in all cities within the State having a population of over 25,000, which offices should be placed under the direction of the bureau in this city. The office here would then serve as a sort of clearing-house where the wants of all classes, employers and employés, in all parts of the State, reported through the different country offices,

could be compared, and the balances of supply and demand between the various labour districts of the State could be adjusted. This plan is said to be in successful operation in the State of Ohio.

There have been strikes in the shoe trade and a great deal of Strikes. trouble on the coasting vessels, caused by the opposition of the union seamen to the employment of non-union men.

The year 1892 was a very dull one in real estate. The total Real estate. number of sales of city property was 4,958, of the aggregate value of 4,103,611*l.*, against 6,757, valued at 5,486,227*l.* in 1891.

Agriculture.

Besides wheat and barley, which have been referred to under Farm the head of trade and commerce, California produces a large supply products. of other cereals, vegetables, and farm produce, and the receipts at San Francisco in-1892 were as follows:—

Articles.		Quantity.
Oats.. .. .	Centals ..	577,144
Rye	Sacks ..	59,956
Indian corn	Bags ..	254,539
Beans	" ..	482,676
Hay.. .. .	Bales ..	113,042
Honey	Lbs. ..	1,000,000
Hops	Bales ..	6,045
Onions	Sacks ..	165,761
Potatoes	" ..	1,512,617

With the exception of beans, onions, and potatoes all the other articles show decreased receipts as compared with 1891. There was a good demand for beans, and a large amount was sent to New York both by sea and rail. Onions proved a profitable crop, and went off at good prices. The quality of the potatoe crop was not very good, and the supply very large, consequently the market was low until the autumn, when it commenced to improve.

The crop for 1892 was about 2,000,000 lbs., of which one-half Honey. was received in San Francisco. There has been a good demand, and shipments by rail have been large.

The annual report of the State Board of Horticulture for 1892 Fruits gives the following figures showing the acreage and varieties of fruit growing in California in that year. Agents were sent out to collect this information:—

Acreage of
different
varieties.

Articles.					Bearing Acres.	Non-Bearing Acres.
Apples	..	..	..	..	18,751	5,776½
Apricots	..	..	..	..	19,831½	10,194
Cherries	..	..	..	..	4,533½	2,165½
Figs..	..	..	..	..	2,553	2,678
Olives	..	..	..	..	2,883	5,114
Peaches	..	..	..	..	33,791½	21,035½
Nectarines	..	..	..	..	551	529
Prunes	..	..	..	..	25,328½	24,298
Pears	..	..	..	..	14,368	9,374½
Plums	..	..	..	..	3,745	1,269
Quinces	..	..	..	..	150	42
Lemons	..	..	..	..	5,612½	4,450
Oranges	..	..	..	..	41,248½	18,758½
Almonds	..	..	..	..	4,386	4,842
Walnuts	..	..	..	..	6,520	8,392
Raisins	..	..	..	..	32,222	..
Table grapes	..	..	..	..	16,452	..
Small fruits	..	..	..	..	4,539½	..
Total	..	..	..	..	282,496½	118,918½
Grand total..	..	..	..	..	401,415	

The plant of 1892 is given as 49,055½ acres, which is included in the above non-bearing acreage.

Good prices
for fruit.

The fruit season of 1892 has been an especially good one for the growers of California. While there has been a shortage in many varieties, especially in prunes, peaches, apricots, and cherries in many parts of the State, the largely-increased demand over last season, with its necessary increase in price, has very much more than compensated our fruit-growers for their shortage, and the amount of money realised by this industry will largely exceed that of any preceding year. The report reached us early in the season that a heavy shortage was probable over a large part of the Eastern States, amounting in some places to a total failure. This necessarily caused an increased demand for the Californian article, and the result was that prices, which started low in the early season, advanced until very high figures were reached.

Increased
planting.

It is thought that the high prices realised will give a great impetus to new planting, and the present outlook is that a larger area will be set to new fruit during the coming season than during any one season in the past.

Green fruit
sent to
England.

During the last season the experiment was tried of sending green fruit direct to London. The time occupied in transit from Sacramento by the first shipment was a little over 14 days, and the fruit is said to have arrived in good condition, having been kept in refrigerators the whole time. It was all sold in a few days, but the prices did not rule so high as had been hoped, and the outcome was unsatisfactory.

Oranges.

The crop of 1891-92 was considerably smaller than that of 1890-91, owing to a destructive wind-storm, which did much damage in Los Angeles and Orange counties, and heavy frosts.

Prices ranged low, owing to the generally inferior quality of the fruit. A grave error was made in shipping fruit, damaged by frost especially, to the Eastern markets, which lowered the esteem in which Californian oranges have been held. The overland shipments from six southern counties are estimated at about 3,000 car-loads, against 4,000 for 1891. Oranges are grown in 38 out of the 54 counties of the State.

Early in the spring of 1892 the indications were favourable for Prunes. a very large crop (expected to reach 40,000,000 lbs.), but, like many other kinds of fruit, the prune was severely injured by the late rains and cold weather, and it is not probable that the season's crop will exceed 20,000,000 lbs. Prices were good except for a short time, when they declined, but soon advanced again, and remained stationary. The acreage planted in 1892 was less than in 1891, owing probably to a growing impression of danger of over-doing the business.

In regard to a report on the prune industry of California, Correcting statements in which was prepared last year by Mr. Vice-Consul Moore, of this report on Consulate, and published in No. 245 of the Miscellaneous Series, Mr. Moore desires to state that the source from which he obtained prune industry. his information was the annual report of the State Board of Horticulture of this State, and that from inquiries since made he has come to the conclusion that some of the statements that appear in his report are erroneous and exaggerated, and he wishes to correct them as follows:—

"In regard to the statement that Californian prunes brought higher prices than the imported article, this observation should only be applied to the 'prunes of commerce,' and not to the 'article de luxe.' The prune is consumed in this country principally by the masses, who use it for sauce (*i.e.*, stewing), and for this purpose it is superior to the French owing to the fact that it is sun-dried, while the French has already been cooked in preparation, being subjected in a 'drier' to successive heatings 50° C., 70° C., and finally 90° C. For eating without cooking, however, the finest French prunes are still unapproachable.

"Instead of the outlook for Californian prunes as a profitable crop looking very bright for years or generations to come, it would seem that in a very few years the production will be so great that the producers will have to look abroad for a market. There has been a great deal of planting done in the last 3 years in Santa Clara county, as well as not a little in San Benito and Tulare counties. I understand that Alameda, Los Angeles, Orange, Solano, and Sonoma counties are all producing a considerable quantity, and no doubt in a few years the total will be enormous. It must also be remembered that Oregon raises Italian prunes. Mr. Lieb, a prominent fruit-grower of Santa Clara county, estimates the shipments from San José for 1893, with a full crop, at 50,000,000 lbs., and Colonel Hersey, another prominent gentleman in the business, is reported as saying that the trees now planted in that county (Santa Clara) will eventually produce 200,000,000 lbs. I give these estimates for what they may be worth, but no doubt

production will shortly be very great and prices fall, but this in itself will increase consumption, to a certain extent, among the 65,000,000 people in this country.

"The duty of 2 c. a pound on foreign prunes imported into the United States has had a great effect in stimulating the sale of the Californian article in the Eastern States, but whether they will succeed in entirely driving out foreign prunes from the American markets will depend a great deal on the maintenance of this duty and on freight rates from here to the East. It is open to doubt if any over-production could be appreciably relieved by export except at very low prices. Consumption in Australia is comparatively small, and duty and charges very high. The cost of laying down in England is heavy and the demand light, and the fruit is required there in November, which, for boxed goods, is impossible.

"The average yield of fruit in Santa Clara Valley, the chief producer, is thought to be nearer 100 lbs. of fruit per bearing tree than 300 lbs. The calculation that it will dry out 3 to 1 may be taken as about an average. This would consequently produce about 33 lbs. of dried fruit per tree for Santa Clara Valley, and as that is an especially favourable location for the prune, the average for the State would be lower. The yield of 1,102 lbs. credited to a tree in Visalia is probably correct, but it is growing on deep bottom land, and such soil is limited in extent.

"The yields given for the third, fourth, fifth, and sixth years are regarded as unreliable for a properly pruned orchard, and if it were possible by light pruning to obtain such yields, which is doubtful, it would be the ruin of the orchard.

"There is an error on page 4 of the report, where it states that 300 acres near Templeton contain 324,000 prune trees. This should be 32,400 trees, at 108 to the acre.

"An error was made in printing the table on page 16, which should have appeared as follows":—

Year.	Foreign Imports, by Years, ending June 30.			California Production, by Years, ending December 31.
	Quantity.	Value.		Quantity.
	Lbs.	£	s. d.	Lbs.
1885	57,631,820	443,699	7 4	..
1886	64,995,545	418,717	19 4	2,000,000
1887	92,032,625	619,761	19 6	1,825,000
1888	70,626,027	453,956	12 1	2,100,000
1889	46,154,825	294,071	1 5	15,200,000
1890	53,093,410	369,663	19 2	12,200,000
1891	34,281,322	424,480	11 5	27,000,000

Raisins.

The present season's crop turned out better than was expected, and prices were higher than last year, which was principally

brought about by a combination among the growers. There is considerable fear expressed that the business may be overdone, and the new acreage set to raisins was comparatively small.

The imports of foreign raisins into the United States for the years ending June 30, 1891 and 1892, are given as follows:—

Year.					Quantity.	Value.
					Lbs.	£
1891	..	..	..	..	39,572,655	403,776
1892	..	..	..	..	20,687,640	192,862

Apple growing is quite extensive in some of the northern counties of the State, and is a more important industry in California than is generally believed. Other fruits:

Great interest is being taken in fig growing and packing especially in the southern part of the State, where large bodies of new land have been set to this fruit in the past few years. While the fig as yet does not hold a place of commercial importance in our State, it promises in a few years to take a prominent position among our fruit exports. Figs.

The olive is another fruit to which great attention has lately been paid. The cultivation of the olive and the manufacture of its oil became of such importance that it was deemed advisable to organise the growers into an association for the advancement and protection of this industry, and an organisation was effected in 1891. The industry is greatly hampered by the adulteration of the oil. Olives.

The frosts did a good deal of damage to the grape crop, which accounts for the small vintage for the year. The vineyardists have been discouraged by the low prices for grapes, and the phylloxera has made rapid advances in some parts of the State. Grapes.

Opinions are divided as to the value of the so-called beneficial insects which have been imported from Australia to prey on those that injure fruit trees. Pests.

There are now three factories in California which manufacture sugar from beetroot, and the farmers in their vicinity are growing beets to the almost entire exclusion of other crops. The largest one at Watsonville commenced operations 4 years ago with machinery sufficient to manipulate 350 tons of beets every 24 hours. It is said that the factory has been enlarged, so that it can now handle 700 tons in the same time. The bounty of 2 c. per lb. allowed on all sugar produced in the United States has greatly stimulated this industry. Beetroot.

The year was remarkable for the readiness with which good parcels were marketed, and the end of the season found the warehouses almost bare. Prices did not rule high, but there is every reason to believe that they were satisfactory. Wood:

The production for the last two years is given as follows:—

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Year.						Quantity.
						Lbs.
1891..	..	..	..	..	..	33,183,475
1892..	..	..	..	..	..	35,802,930

The prospects for the year 1893 are good, as the winter rains have been abundant, and the feed should produce good fat sheep, which means good prices for the mutton. There is considerable uneasiness in the business in regard to the tariff.

The following gives the eastern fruit shipments from California over the Southern Pacific Railroad Company's lines in 1892:—

Articles.						Quantity.
						Lbs.
Dried figs ..	..	..	..	..	..	86,100
" grapes ..	..	..	..	..	..	5,206,230
" prunes ..	..	..	..	..	..	19,908,105
Other dried fruits ..	..	..	..	..	..	28,565,675
Raisins ..	..	..	..	..	..	43,844,350
Green citrus ..	..	..	..	..	..	19,297,870
" deciduous ..	..	..	..	..	..	97,627,255
Canned goods ..	..	..	..	..	..	74,351,815
Total ..	..	..	..	..	..	288,887,400

The canned goods consist of fruit and vegetables. A considerable quantity of dried and green fruit is also sent east by the Atchison-Topeka and Santa Fé Railroad.

PORTLAND, OREGON.

Mr. Vice-Consul Laidlaw reports as follows:—

Trade and Commerce.

Trade
generally
depressed.

The year 1892 has been a year of depression in all branches of trade, and by reference to Annex B. it will be seen that there has been a very considerable decrease in imports, principally, however, in transit trade, which is caused by the withdrawal of the direct line of steamers to China and Japan.

Imports and
exports
decrease.
Wheat harvest
decreased.

The decrease in the export trade is more marked, as the staple article of export from this district is wheat, the harvest of which was neither in quantity nor quality equal to that of 1891, and the average prices for the year were much lower. Only once during the last 16 years have prices been as low as at the close of the year.

British
tonnage.

The proportion of British tonnage employed in the foreign

trade was 78 per cent. of the whole, which is 11 per cent. less than last year.

As usual the most of the imports were received by sail and Import-trade. rail from the Eastern States, and also from San Francisco, but trade with the latter point grows smaller each year.

The records of the custom-house show a decrease in most Decreased staple articles, the exceptions being chemicals, hemp, jute, window- imports of glass, bags, bagging, sugar, and rice-flour. Quite a large amount staple articles. of matting has been received from Japan, and coffee has been imported direct from East Indies and Manila.

The proportion of window-glass received from Belgium con- Glass and tinues to increase, having been 95 per cent. of the whole, and the cement from same is the case with cement, 47 per cent. of the total imports Belgium. being Belgian. The market prices of this article remained very low, averaging about 9s. per barrel.

Of the coals British Columbia only sent 1,029 tons, against Coals. 10,455 tons in 1891, 15,293 tons were received from Australia, 2,638 tons from the United Kingdom, 3,135 tons from Atlantic ports, 44,894 tons by rail, and 16,077 tons from coast mines: The market has been well supplied; average prices of Australian were 14 2s. 6d. per ton, and Scotch cannel sold as high as 14 16s. per ton.

The increase in bags and bagging is fully 50 per cent. Only Bags and about one-fourth was imported from the United Kingdom, the bagging remainder coming from India by steamer via Hong-Kong and increase. Yokohama. Prices fell heavily during the last quarter of the year, averaging about 3½d. for standard bags.

The increase in imports of sugar was about 140 per cent.

Profits on imports of tin-plate were small. B.V. grades sold increased at an average of about 14 4s. 6d. per box. Imports were lighter imports. than in 1891. Tinplate.

Imports of iron were very small, and the markets for pigs is Iron. principally supplied by the Oregon Iron and Steel Company.

The total value of exports to foreign countries and coastwise Exports was 25 per cent. less than during the previous year. The value decrease of all produce shipped by sea to domestic ports was 790,560£, and 25 per cent. in 1891 1,182,250£. Shipments by the Oregon Pacific Railway via Yaquina Bay to San Francisco are not included in the above, as no statistics are published.

The flour trade with China and Japan was somewhat smaller Grain trade. than in 1891, having been 71,178 sacks, and the total shipments Shipments. foreign and coastwise were 385,517 sacks, valued at 432,052£. The average value for the year is apparently about 14 2s. 6d. folb., per sack; but at the beginning of the year roller extras were quotable at 14 7s. per sack, and superfines 17s. per sack, but there has been a continuous decline, so that prices in December were about 18s. 6d. and 14s. per sack respectively.

The shipments of wheat via San Francisco were fully 50 per Wheat. cent. less than in 1891, and the total shipments, foreign and coastwise, were 780,050 quarters, valued at 1,098,832£, an apparent average value of 14 8s. per quarter. The decline has

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B 3

Decline in values.

been continuous, Oregon valley being quotable 1*l.* 12*s.* 6*d.*, f.o.b., in January and 1*l.* 3*s.* per quarter in December, Walla Walla at 1*l.* 12*s.* and 1*l.* 1*s.* per quarter respectively.

Receipts.

During the cereal year ended July 31 the following were the receipts at this port from the tributary districts:—

Cereal Year.	Willamette Valley.		Eastern Oregon and Washington.	
	Wheat.	Flour.	Wheat.	Flour.
	Quarters.	Sacks.	Quarters.	Sacks.
1891-92	155,700	232,171	791,230	115,607
1890-91	208,448	229,067	692,840	130,218
1892 (August-December)	125,307	146,081	601,780	67,835
1891	132,206	120,600	677,885	53,216

Oats and barley.

Business in oats has been diminishing for five years past, while there has been an increase in barley and flax seed.

Wool trade average prices.

More wool was received at this market than during 1891, and prices ranged from 7*d.* to 10*d.* per lb. for Valley wools and from 5*d.* to 8*d.* per lb. for Eastern Oregon according to quality.

RECEIPTS.

Receipts and shipments.

Description.	Quantity.
	Lbs.
Valley wools	866,147
Eastern „	7,645,740

SHIPMENTS.

Description.	Quantity.
	Lbs.
By sea	4,209,028
railway	5,230,980

Prices were wonderfully steady, but at these low prices there has been no profit for either grower or dealer.

Hop trade: large increase in crop.

The crop of Oregon hops of 1892 was about 25,000 bales, which is a large increase over 1891. Some proportion was packed too green before the lice showed themselves, and the average quality was not so good as in former years. Growers anticipated high prices which did not materialize.

Values.

Prices for choice quality during the first 6 months of the year (1891 crop) ranged from 15 c. to 21 c., and during the last 6 months (new crop) from 15 c. to 22½ c. The average for the year

was about 19 c. ($8\frac{1}{2}d.$) for choice. Receipts here were 2,649,217 lbs., being 40 per cent. more than in 1891.

Fruits were scarce and high during the year, the yield having been light. Oregon apples were at one time famous, but it is now difficult to get a box which does not show traces of the codlin moth.

The receipts at this port were much larger than in 1891, viz.:—

Hides and skins: large receipts.

	Quantity.	
	1892.	1891.
	Lbs.	Lbs.
From Willamette Valley	821,955	689,679
Eastern Oregon	3,719,860	1,165,905
Total	4,541,815	1,855,584

SHIPMENTS.

						Quantity.
By sea	..	..	..	..	..	3,605,765
" rail.. ..	..	..	..	..	..	371,626
Total	..	..	..	..	..	3,977,391

NOTE.—Average value $5\frac{1}{2}$ c. ($2\frac{1}{2}d.$) per lb.

The foreign timber trade is infinitesimal, though nearly twice as great as in 1891.

The following are the shipments:—

						Quantity.	Value.
To—							£
Foreign ports (spars)	..	..	..	..	..	12,260,000	805
" Coastwise ports	..	..	..	..	..	27,309,000	22,722
By—							
Rail	..	..	..	..	..	38,548,000	48,105
" (shingles)	..	..	..	..	..	188,703,000	74,000
Total	..	..	..	..	..	..	62,400
						..	208,032

The different varieties of timber in Oregon are red, yellow and white firs, sugar, yellow, white, bull, black, pitch and Alaska pines, spruce, cedar, tamarac, juniper, birch, oak, yew, cottonwood, ash, maple, alder, willow, elm, mountain mahogany, myrtle, white cedar, balm, and cherry.

The following figures are taken from a newspaper called the "Lumberman" for the purpose of showing approximately the immense amount of available timber in the State:—

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	Eastern Oregon.	Western Oregon.
Number of acres of timber	11,117,350	8,081,000
„ feet standing	84,209,915,000	152,683,340,000

**Fisheries.
Salmon
shipments**

The salmon pack of the Columbia River was 494,665 cases, and of other bays and rivers in Oregon 83,600 cases. Shipments to England were 78,308 cases; to San Francisco coastwise 81,247 cases; and by rail and via Cape Horn to Eastern States 334,657 cases. Average market prices about 5s. 3d. for small tins and 6s. for flats per dozen f.o.b.

Financial.

There has been practically no change in the banking capital during the year.

**Clearing-
house.**

Transactions of the clearing-house for the last 3 years were as under:—

	1892.	1891.	1890.
	£	£	£
Exchanges	21,900,719	20,515,433	18,687,845
Balances	4,834,771	3,949,883	3,557,015

**Money
market.**

The money market throughout the year has been rather stringent, and there has been little speculation in real estate, but for legitimate business purposes there has been sufficient capital available.

Failures.

There were 215 failures in Oregon during 1892, amount of liabilities 323,020*l.*, while in 1891 there were 157 with liabilities of 135,920*l.*

Exchange.

Exchange has been steady and high during the year. Bills on London at usual 60 days' sight fluctuated between 4 dol. 82 c. and 4 dol. 87 c. per *l.* for bank, and from 4 dol. 81 c. to 4 dol. 86 c. per *l.* for mercantile.

Shipping and Navigation.

Freights.

The average rate of freight for grain charters during the year for iron ships was 1*l.* 16s. 6*d.*, being 9s. 2*d.* lower than in 1890. This average, however, is too high to be a fair one, as a large number of ships arriving in January were chartered before arrival at 2*l.* 7s. 6*d.* and 2*l.* 10s., while spot charters were made as low as 1*l.* 12s. 6*d.* in that month, and the highest charter during the rest of the year was 1*l.* 18s. 9*d.*, losses were consequently very heavy. A large number of ships were chartered before the opening of the new cereal year, August 1, at about 1*l.* 17s. 6*d.* and on these losses resulted, vessels on spot being obtainable at 1*l.* 8s. 9*d.* to 1*l.* 10s. Six wooden ships only loaded grain, the average rate on

**Low rates
during the
year.**

**Losses by
charterers.**

these being 1*l.* 3*s.* 9*d.* The highest rate paid for iron ships was 2*l.* 10*s.* and the lowest 1*l.* 7*s.* 6*d.*, and 1*l.* 7*s.* 6*d.* and 1*l.* 2*s.* 6*d.* for wooden ships. These rates given are to a port in the United Kingdom, generally with the option of Havre, Antwerp, or Dunkirk at the United Kingdom rate, and with 2*s.* 6*d.* less if ordered to a direct port.

The following were the tonnage engagements for sailing Shipping
vessels during the last 2 years, exclusive of coasting voyages :— engagements.

Cargoes.	Tonnage.	
	1892.	1891.
Grain and flour	114,136	135,969
Salmon and assorted	3,045	3,654
Timber	9,329	6,335
Miscellaneous	6,424	853
Total	132,934	146,811

80 of the above were British ships of a registered tonnage of 103,989 tons. Much larger and finer vessels are now employed in this trade, one vessel being 2,746 tons register.

The line of British steamers from China was drawn off before British the middle of the year, and the Canadian Pacific's through freight steamers. was carried in American coasting steamers. The United States cruisers, "Baltimore" and "Charleston," came up the river to Portland during the year.

The number and changes in crews of British ships entering this Sailors.
port during the last year have been as under :—

	Number.
Total number of crews	1,980
Deserted	151
Discharged	81
Engaged	140
Reported dead	5
Hospital permits	18

There has been much less trouble with crimps during the past Crimping.
year, as the Chamber of Commerce has employed and paid an officer at Astoria to protect ships as far as possible against their actions. In many cases a bonus was exacted for crews provided, but the only flagrant case of crimping was of a crew brought from San Francisco to join the "Invergarry" at Astoria, which they were successful in persuading to leave on arrival at Astoria. A noted crimp was arrested and punished by such a heavy fine for violation of the United States Statute against harbouring deserters, that there is likely to be less cause for trouble in future. The new treaty touching the arrest of deserters has a deterrent effect, though as a

rule deserters have been kept out of the way of the United States officers, and masters of ships do not like to incur expense, with the chances against a successful arrest.

Improvement of Rivers and Harbours.

Mouth of
Columbia.

As an effect of the practical completion of the jetty at the mouth of the Columbia there is now a straight channel across the Columbia bar, having a width of $\frac{1}{4}$ mile, with a depth at mean low water nowhere less than 30 feet, and for a width of 1 mile a depth of 27 feet. The channel is well buoyed, and the lightship mentioned in my last report has been moored off the entrance.

River bars.

Under the supervision of Major Hanbury the Port of Portland Commission prosecuted its work steadily during the year, and has built 4,000 feet of contraction dyke at St. Johns, and 6,300 feet at post office bar in the Willamette River, 13,000 feet at Walkers' Island, and 19,700 feet at Snag Island, in the Columbia River, besides 159,500 cubic yards of dredging at a total cost of 71,500%. The depth is now $21\frac{1}{2}$ feet at low water, except at Cathlamet Bay, where there is a depth at low water and low tide of 19 feet. Vessels cross at high tide drawing over 22 feet at low water season. It is expected the current will secure a depth of $22\frac{1}{2}$ feet all the way to Portland, without further dredging, and possibly the 25-foot channel contemplated. The United States Congress appropriated 30,000% for the improvement of the lower rivers.

The United States engineer in charge of the following works is Captain T. W. Symons:—

Minor
harbours:
Yaquina.

At Yaquina Bay the high tide jetties are nearly completed, and there is now 14 feet to 15 feet of water on the bar at mean low water.

Coos Bay.

As yet the north jetty only has been finished to any extent, being now 7,100 feet long. The waters not being sufficiently contracted, soundings vary with the shifting sands, and at present there is only about 14 feet of water at mean low tide on the bar. At other times there is 20 feet on the bar.

Coquille.
Siuslaw.

Coquille is being improved by two high tide jetties with a width between 600 feet, but works are not far advanced. The mouth of the Siuslaw is being improved in the same manner.

Aids to
navigation:
Lighthouses

The lighthouse at Heceta Head, at the mouth of the Siuslaw, and one at the mouth of the Umpqua, are nearly completed. Estimates have been submitted by the Lighthouse Board to Congress for a light on the North Head, at the mouth of the Columbia, and for a light and fog signal at the mouth of the Willamette.

Pilotage.

The pilotage service at the mouth of the Columbia was very indifferent. The strength of the northerly current off the Columbia is not well understood by British shipmasters, who have not before visited these ports, and no less than three vessels in one day, after making the lightship in foggy weather, drifted into Shoalwater Bay, and were in great danger of being wrecked. Had

they received pilots promptly they would have been warned of this danger.

The towage service is also poor and rates have been advanced *Towage.* during the year to the following schedule:—Pacific Ocean or Astoria to Portland and return 50 c. per registered ton. In addition when a vessel has cargo inwards 10 c. per registered ton.

Agriculture.

The past year was far from profitable for farmers, prices of Year nearly all farm produce having been exceptionally low. In some unprofitable. sections of Eastern Oregon dry winds caused almost a total failure Wheat. of the wheat crop, and in other districts the kernels were very much shrunken from the same cause.

The following are the official figures on wheat production in Production. this State during the last 3 years:—

Year.	Acres.	Bushels.
1892	622,850	9,779,000
1891	692,055	13,149,000
1890	887,250	12,865,000

This is an average per acre of 16 bushels only. Many farmers still hold their crops, as prices of new crop wheat have gone lower than at any former period.

The official figures of the oat crop during the last 2 years are Oats. as follows:—

Year.	Acres.	Bushels.	Production.
1892	244,689	6,484,000	
1891	233,037	7,341,000	

Being an average per acre of 27 bushels, which is lower than last year and prices also were considerably lower. Receipts here during calendar year were only 355,694 cents. Market prices averaged only 43 c. (1s. 9½d.) per cental. The following is a comparison of receipts here:—

	Quantity.	Receipts.
	Centals.	
Cereal years—		
1891-92	437,760	
1890-91	392,901	
Five months ending December 31—		
1892	146,791	
1891	228,657	

Barley. Prices of barley were very low. Receipts, principally from Eastern Oregon, have been increasing within the last 3 years, but this grain is not yet grown to any great extent. Quantity received here was 194,224 cents.

Flax-seed. The crop of flax-seed was larger than in 1891, and receipts during the year were 3,508,955 lbs. This was about the only grain prices of which were higher than last year.

Other field crops:
Potatoes. Potatoes were a drug in the market during the first 6 months of the year, but as the crop turned out short an advance was established. Receipts were a little over those of last year. Average yield per acre about 70 bushels.

Corn. Corn is little cultivated, yield per acre $21\frac{1}{2}$ bushels of shelled corn.

Hay. Hay averaged $1\frac{1}{2}$ tons per acre and prices were lower. All other farm produce sold at lower prices than in 1891.

Grapes were within 5 per cent. of average.

Fruit:
Apples and pears. Apples and pears were about half a crop, but realised good prices for sound fruit. This branch of agriculture will show a very great increase when the young orchards planted within the last few years are in full bearing.

Hops.
Damage by lice. Hops are a very profitable crop ordinarily, and the climate in many parts of the State is very suitable, but the hop louse pest has caused a great deal of trouble in the yards. Growers are, however, learning how to avoid lice by spraying with an emulsion of quassia chips and whale oil soap, and new yards are being continually planted, so that a very large development is looked for.

The practice adopted by some in picking early before the hops are fully matured in order to avoid the lice, resulted in loss to the grower who could only sell such at a considerable reduction.

Acreage under hops. The counties in which hops are principally grown are Marion, Lane, Polk, Linn, and Clackmas, and the acreage was about 4,800 and product 25,000 to 26,000 bales, of 185 lbs. each. Cost of picking is 40 c. to 50 c. per box, holding 12 to 13 lbs. of dry hops. The average yield per acre last season was about 800 lbs. per acre. In former seasons 1,200 to 1,800 lbs. per acre was not unusual. Many new yards have been set out, and next season the yield will be much larger.

Sheep and cattle. The following are the official figures as to the number of animals in Oregon:—

Description.	Number.	Value per Head.	Total Value.
		Dol. c.	£
Horses	294,509	45 77	2,695,933
Mules	4,755	52 47	49,560
Milch cows	107,183	24 00	514,480
Oxen and cattle	781,110	15 67	2,447,780
Sheep	2,456,077	2 40	1,180,636
Swine	204,609	4 46	182,552

There are three distinct types of wool in Oregon, viz., the **Wool: Types** Eastern Oregon, which is mostly grade merino from one-half to of wool. three-fourths blood; the Valley, one-fourth to three-eighths; and the Umpqua, a fine soft half-blood wool which stands at the head of all the native wools, and will carry more shoddy than any other wool grown on this continent. Valley wool is long stapled wool. Eastern Oregon, which is the largest portion of the clip, is a fine soft wool, resembling that of New South Wales, but not so clean and strong on account of the alkali on the ranges.

The largest flocks of sheep are in the Eastern Oregon counties **Sheep—** of Crook, Umatilla, Grant, Morrow, Wasco, and Gilliam, in the districts. south-eastern county of Lake, and in the Umpqua Valley, Douglas county. The sheep in the counties of Linn, Lane, Polk, and other Willamette Valley counties are in small flocks. Throughout the last year there was no exceptionally severe weather to cause any great loss of sheep on the ranges.

I am told there was more profit in the mutton than in the wool **Mutton.** last year. In the spring months as high as 3*d.* per lb. live weight was paid, and the average price on hoof was about 2*d.* per lb.

Wherever sheep exist in large flocks the cattle are gradually **Cattle—** driven from the range. districts.

The largest bands are to be found in Harney, Lake, Crook, Gilliam, Umatilla, and Douglas counties. The losses on the ranges were not heavy, and beef cattle brought high prices in the average of the year.

All through the Valley counties dairying is carried on **Dairying.** extensively and profitably, but dairymen have to work early and late, particularly near the larger towns, and their life is not a very enjoyable one.

Horse-breeding is carried on extensively all over Oregon, but **Horses.** the counties of Umatilla and Union seem to be pre-eminent in the business as far as quantity is concerned. On the whole the stock is very good, and far above the average. Business is fairly profitable.

Those engaged in raising swine found them profitable, 2½*d.* and **Swine.** 3*d.* per lb. live weight was paid during the entire year.

Population and Industries.

It is claimed that there has been a considerable increase both **Manufactures.** in the value of product and number of hands employed in manufacturing industries. Regarding this I am very doubtful, as there have been large numbers of men of different trades who could find no employment.

The Oregon Iron and Steel Company's furnaces were not in blast over half of the year, and the product was 7,620 tons of charcoal **Iron and steel.** pig-iron. Their cast-iron pipe works ran more steadily, and the product was 6,130 tons.

During the year Messrs. N. E. Ayer and Company built **Rolling mills.** rolling-mills here, and commenced the manufacture of bar-iron.

The capacity of the mills is 7,000 tons of merchant bar-iron from $\frac{3}{8}$ inch to 4 inches in diameter. The company used scrap-iron entirely, employed some 60 hands, and in 3 months' operation produced 1,200 tons. They expect to supply the entire trade of Oregon, Washington, and at least part of Idaho.

Smelting.

The small plant at Linton for smelting lead and silver ores made only desultory runs during the year, and the product was very small. The company is hampered by want of capital.

Mining.

Mining has not attained any great development in this State, nevertheless it is well known that there are deposits of lead, iron, coal, and copper, some of them quite rich, but none worked to any extent except the iron ores at Oswego and the coal deposits at Coos Bay. Besides these are the gold placer and quartz mines of Southern Oregon and Baker, Grant and Union counties of Eastern Oregon, which are said to have averaged 170,000% in gold for 5 years past, and are now being more actively developed.

**Iron.
Coal.****Gold.****Shipments of
gold and
silver.
Nickel.**

Wells, Fargo, and Company give the gold shipments of Oregon in 1892 as 204,170%, and of silver as 23,080%.

At Riddles, in Douglas county, is a deposit of nickel ore, which is said to be unlike any other in the world, except the nickel mine at New Caledonia. The ore is said to average 5 per cent. metallic nickel. It has been bought by a large company which controls all the nickel product of the United States, and quite a plant is being put in for its development.

Chrome.

At the same place, and in Coos and Curry counties, is found a high grade chromite or chrome iron ore, which, however, is not worked.

Quicksilver.

Fourteen miles from Oakland, Douglas county, there is an extensive deposit of cinnabar, which is being worked, though only on a limited scale.

Population.

In the report of the President of the Chamber of Commerce it is asserted that the total population of Portland is now over 95,000. There is always a tendency to exaggerate the population of American cities, and I very much doubt whether the population of Portland exceeds 85,000.

Labour.

Skilled labour has generally been in fair demand, but there has been considerable distress amongst the labouring classes, though this is very often traceable to the fault of the individual. I would again warn clerks that it is not easy to procure such employment here, there being numerous applicants for any possible position, and neither such nor persons who have no special branch of business should come here with the expectation of getting employment at once. Hardly a day passes without cases of absolute distress coming under my notice, and it is astonishing to find on what slight prospects British subjects will leave home, and often give up good situations to come here.

*Public Works.***Canal.**

At last Congress has decided to let a contract for the completion of the Great Canal and locks at the cascades of the Columbia

River, and a contract has actually been let, and the work will go steadily on to completion, probably within 2 years, as an appropriation Bill, covering the entire contract, has been passed by Congress.

Under the direction of the Bridge Commission referred to in *Bridges*. my last report, one of the existing bridges has been bought and made free to the public, and a new steel bridge across the Willamette is being rapidly built under contract.

There has been no railway contraction in any district during the *Railways* past year.

General Remarks.

The net valuation of all property assessed in this city, after *Taxation*. deduction of tax-payers' indebtedness within the State, was 9,086,165*l.*, and in the entire State it was 26,198,480*l.*

The State and county taxes were levied at the rate of 1.95 per cent., city tax at 1 per cent., and district school tax at 0.325 per cent., equal to 3.27½ per cent. in all.

The abolishment of the deduction of indebtedness from property listed for taxation and also the repeal of the law taxing mortgages are being agitated, and both measures will probably be passed by the Legislature which meets in January.

Receipts during 2 years, according to the State Treasury, were *State finances*. equal to 512,290*l.*, and the disbursements equal to 444,066*l.*

The total revenue of this city, including balances carried over *City finances*. from 1891, was 159,935*l.*, and the total expenditures were 128,140*l.*

In addition to the foregoing there was the following expenditure collected from owners of contiguous property: street improvements, 44,733*l.*; street extensions, 6,628*l.*; sewers, 25,305*l.* No revenue or expenditure on the Water, Bridge, or City Hall Commissions are included in the above figures.

The bonded indebtedness of the consolidated city is now 289,000*l.*

Receipts of the Water Commission during the year were equal *Waterworks*. to 47,572*l.*, and disbursements of operating department 12,098*l.*

The expenditure on extensions of system, &c., was 29,091*l.*, and interest on 140,000*l.* bonds now issued was 7,000*l.*

In the year 1893 a large bond issue will be made to bring water from the Bull Run River, 33 miles away.

During the year there was a further issue of bridge bonds to *Bonds*. the extent of 80,000*l.*, which sold at par. City Hall bonds to the value of 100,000*l.* were sold at 4.522 per cent. premium, but not all issued. The port of Portland also issued bonds to the extent of 40,000*l.*, which realised on an average 4¾ per cent. premium. There are now 60,000*l.* of these bonds issued.

The year has been a very inactive one in real estate, yet the *Real estate*. transfers and sales recorded in Multnomah county were larger than in 1891. The amount recorded was 13,675,743 dol., equal to 2,735,148*l.*

Buildings and improvements. Although the building trade has not been very active, a large number of very fine business buildings have either been finished or commenced during the year, among these may be mentioned as showing the growth of the city: the Oregonian Building 9 stories high, 100 feet by 100 feet, and which, though not quite finished, will cost 100,000%; the Chamber of Commerce Building, 100 feet by 200 feet, eight stories, will cost fully 100,000%; the Library Building, which has cost 20,000%; and several others, costing between 15,000% and 25,000% each.

Fine buildings.

1,170 permits were issued from the office of the Street Superintendent for buildings, of an estimated value of 917,000%. Suburban buildings and improvements, 207,750%. The total value of buildings finished and projected is given by the Chamber of Commerce, in its annual report, as 1,429,900%, but these estimates are generally exaggerated.

Street railroads.

There has been wonderful progress in laying down street railroads during the last 3 years, and Portland has one of the most complete systems in the United States. The mileage of single track within the city limits is as follows:—

Description.					Miles.
Horse car track	..	..	..	..	1.80
Cable	..	..	..	..	7.42
Steam	..	..	..	..	18.81
Electric	..	..	..	..	49.98
Total	..	..	..	..	72.51

Sewers.

In 1892 16.53 miles of sewers were built, making a total of 61.35 miles.

Streets.

The paving of streets of Portland is a disgrace to the city, and the streets are perhaps the dirtiest on the coast, but some improvement is being made in this respect. 40.7 miles of new streets were laid out and graded, giving a total of over 134 miles.

Water-mains

There are 71½ miles of water mains within the corporate limits of the city.

Health.

During the year the city physician has been very active, and much good has been effected in the way of abating nuisances destructive to the health of the city. There have been no epidemic diseases, and the general health of the city has been good.

**Annex A.—RETURN of all Shipping at the Port of Portland,
Oregon, during the Year 1892.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	77	102,611	7	9,063	84	111,674
American, foreign	3	1,555	26	19,940	29	21,495
" Atlantic	13	18,722	...	...	13	18,722
" coasting	26	9,270	249	206,966	275	216,236
French	2	2,387	...	...	2	2,387
Norwegian	2	2,699	1	1,346	3	4,045
Danish	2	2,613	...	...	2	2,613
Total	125	139,857	283	237,315	408	377,172
" for the year preceding ...	...	...	...	...	464	423,388

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	78	112,955	6	8,193	84	121,148
American, foreign	6	9,566	27	20,556	33	30,122
" Atlantic	3	4,163	...	...	3	4,163
" coasting	29	10,687	243	196,441	272	206,128
French	2	2,387	...	...	2	2,387
Norwegian	2	2,699	1	1,346	3	4,045
Danish	1	1,239	...	...	1	1,239
Total	121	143,701	277	225,536	398	369,237
" for the year preceding ...	...	...	...	...	440	407,412

**Annex B.—RETURN of the Principal Articles of Export from
Portland, Oregon, during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Wheat	Quarters ...	629,367	£ 887,368	722,470	£ 1,108,303
" flour	Sacks ...	265,985	302,438	284,686	306,754
Timber	1,000 feet ...	2,693	4,760	2,966	8,120
Tinned salmon	Lbs. ...	178,992	3,356	...	...
Other articles	...	...	10,148	...	14,595
Total	...	...	1,208,100	...	1,437,772

RETURN of the Principal Articles of Import to Portland,
Oregon, during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coals and coke	Tons	19,270	13,495	23,923	16,024
Tin andterne-plates	Lbs.	1,986,897	12,020	2,371,367	19,200
Rice	"	5,698,842	23,398	6,959,578	28,476
Earthenware and glass	"		15,682		14,812
Salt	Lbs.	7,024,136	4,182	10,344,615	6,872
Cement	Barrels	54,608	11,197	96,439	29,701
Cigars and tobacco	Lbs.	5,215	4,943		12,182
Wines and liquors	"		2,703		2,800
Beer, porter, and ale	Gallons	9,244	1,492	27,478	5,464
Soda and chemicals	Lbs.	549,770	8,833	873,352	2,279
Oils	Gallons	25,553	2,662	19,948	2,180
Pig and scrap iron	Tons	504	1,321	1,188	3,142
Bar iron, and manufactures of	Lbs.	399,596			
Iron, steel, and cutlery	"		2,618		2,498
Manufactures of metal	"		1,216		
" wood	"		1,165		
" silk	"		4,772		3,608
" cotton	"		1,678		1,858
" flax	"		1,413		
Wool, and manufactures of	"		1,564		
Paper	"		1,571		
Tea	Lbs.	493,016	15,611	735,209	20,119
Hemp and jute	Tons	1,908	27,825	498	17,805
Window glass	Lbs.	2,962,490	10,165		6,274
Bags and bagging	"		37,568		18,360
Pickles and sauces	"		1,883		1,229
Lemons	"		1,000		2,080
Sugar	Lbs.	1,397,544	10,625	581,599	4,436
Crude sulphur	Tons	541	1,581	386	3,743
Rice flour	Lbs.	768,477	2,859	468,803	1,864
Coffee	"	80,965	3,232		
Matting	"		12,056		
Hides and skins	"		4,800		
All other articles	"		15,257		32,648
Total			257,382		259,644
Entered for transportation—					
To other districts			36,649		750,753
To Canada					42,712
Grand total			294,031		453,119

NOTE.—The above returns do not include exports or imports coastwise, or by rail, with the exception of articles transported in bond.

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Portland, Oregon, from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	1,026,451	1,053,735	60,736	101,375
Belgium	48,270	23,615	17,235	12,511
British Columbia ..	18,320	37,776	8,534	15,661
China and Japan ..	95,584	92,184	87,034	77,278
" transit " in ..	..	..	86,649	193,475
Australia	..	..	10,031	5,662
Peru and Chile ..	2,380	1,400	..	476
France	..	219,568	1,205	662
Cuba	..	..	4,331	11,885
Philippine Islands ..	..	440	17,937	..
India	45	..	42,476	27,277
Germany	17,100	..	4,804	3,205
Brazil	..	8,801	..	..
Italy	..	..	1,225	2,864
All other countries ..	..	273	1,834	788
Total	1,208,100	1,437,772	294,081	453,119

ASTORIA, OREGON.

Mr. Vice-Consul Cherry reports as follows:—

General business has for the past year shown a decided falling- General off for the whole district, in sympathy with the general state of business. affairs in the States of Washington, Oregon, and Idaho.

Imports.

Imports show an increase on the previous year.

Tin-plates show the largest value, the price per box, B.V. Tin-plates. grade, being from 1*l.* 4*s.* to 1*l.* 5*s.* 3*d.* per box.

But little salt was imported, owing to the over-supply of last Salt. year.

There was a slight increase of coals from Newcastle, New Coal. South Wales, the price being 1*l.* 10*s.* per ton.

Exports.

Exports show a slight falling-off, all of which is in bread- Exports. stuffs.

A slightly smaller quantity of canned salmon was shipped Canned by sea than in 1891, but, owing to better prices, the value had salmon. increased.

(1681)

C 2

Wheat and
flour.

The shipments of wheat and flour have fallen off materially from this port, and also from the Columbia River in general.

Salmon
fishing

Salmon fishing was fairly remunerative to the fishermen, the price, 1 dol. (4s.), making fair wages for the men engaged in gill-net fishing; but there are still loud complaints by these men of the fish-wheels in the upper river and the trap-nets in the lower river, they claiming that these methods catch large and small fish, the smaller ones not being fit to be put on the market. The catch was, on the whole, much greater than the year previous.

Sturgeon
fishing.

This industry keeps up fully with last year. The particulars are hard to get at, as the fishing is conducted by totally independent men, who send their catches up-river to the nearest railroad point, where there are cold storage buildings in the ownership of one shipper, all of the catch going to the Eastern States for consumption there. As I remarked before, the hooks most sought after are those of English make. The manufacturers would find it to their advantage to deal directly through a resident agent.

Fur sealing.

Fur sealing is still quite an industry along this coast during the early part of the year, vessels inward bound reporting seeing quite a number during February and March. One shipmaster brought in a couple of skins of his own shooting.

Salmon
canning.

The total pack both for the Columbia River and the stations on the north and south of this place was much larger than for 1891. It was as follows:—

Description.	Quantity.
	Centals.
Columbia River good fish	380,000
„ „ steel heads and blue backs	100,000
On the coast north of Astoria	30,000
„ south „	70,000
Making a grand total of at least	580,000

I understand that the pack in Alaska is a great deal lower, on account of the combination among the salmon canners to restrict the pack so as to enhance prices.

Tannin
extract.

A factory for the extraction of tannin from hemlock bark has been started in South Bend, a town to the north of this, and, so far, has been quite successful, putting up as much as 20 barrels a day.

Lumbering.

Lumbering has not been as good as during past years, the price of logs being quite low. A quite extensive order was filled for piles for wharf purposes in the Gulf of Mexico, but the local demand has not been great either for piling or for manufacturing purposes.

Lumber
turing.

The output from this district was smaller on account of the poor demand, the very poor price necessitating the closing of mills for some months, and also to accidents to machinery.

Box making still keeps up altogether for the domestic market. Box making
 The erection and starting of a can making establishment at Tin can
 this point at the close of the year will make a notable difference making.
 in the consumption of tin-plates, as I understand that the com-
 pany have received large orders for fruit-cans for the ensuing
 season from the Willamette Valley.

Paper pulp still continues to be made in increasing quantities, Paper pulp.
 all of it going to a paper manufacturing concern in California.
 It seems a pity that the opportunity of conducting both businesses
 here is not taken up.

Shipping.

The number of vessels coming to the Columbia River for the
 season have fallen off from the year previous, vessels under the
 British flag showing their fair proportion of the total. The
 domestic trade between the Atlantic ports and this river shows
 quite an increase.

The falling-off in shipping is occasioned by the falling-off in
 value of bread-stuffs, necessitating a corresponding drop in freights.
 The unusual number of disengaged vessels in San Francisco has
 also drawn off a large quantity of wheat by steamer from this
 river to load vessels there, the lower freight taken compensating
 for the freight on the coasting steamers.

Agriculture.

The area under cultivation in this district is small, the crops
 consisting mostly of hay and potatoes. All the hay and a large
 quantity of potatoes are consumed in the district. There is some
 attempt to start the cultivation of hops in the Nehalem Valley to
 the south-west of this, but the present want of communication
 makes the marketing a difficult matter.

General.

The final completion of the railroad to South Bend is to be Improve
 noted, making a good agricultural and lumber country open to ments.
 tide-water.

In the past 3 years quite a large sum of money has been spent Improve
 in the improvement of the roads and streets in the town and ments in
 vicinity:— Astoria.

The changing of a horse tramroad to one propelled by
 electricity.

The putting-up of a large electric-power house to furnish light
 and also power to residents.

The bonding of the town to put in a better water-supply, a
 matter that is much needed, the finishing of which is promised
 in 1893.

Owing to the business depression in this and adjoining States the long-promised connection by railroad with Trans-Continental lines has not as yet been accomplished.

Government
improve-
ments.

The jetty at the mouth of the Columbia River has been continued during the past year, much to the improvement of the entrance to the river. The last soundings show an improved depth at lowest low water of 29 feet, with a nearly uniformly straight channel to sea instead of the old crooked one. The good effects are still going on in the effects of the sluice of the ebb tide steadily carrying away the sands from the "elbows" on each side of the present channel. Most of the sand showing now is on the outside, and to the south of the jetty, where sand is visible at half-tide where previously there used to be comparatively deep water at low tide, which further help in forcing the current to the west in a straight course instead of the channel bending to the south as formerly.

There is still some remaining work to be done, which will be finished before the end of the year 1893, when at least 3 feet increase is expected, making the lowest water to be 32 feet, and average high water 40 feet, for over a mile width of channel.

Lightship.

In April a lightship was placed off the entrance to the Columbia River exhibiting two fixed white lights, each light being 30 feet above the sea level, being visible about 10 nautical miles from a vessel's deck.

Shipmasters have all reported the great aid that they have found in this light.

Sailors.

Re the new treaty concerning the arrest of deserters, I find that in the now comparatively few cases of desertion the masters are unwilling to make use of the new treaty in apprehending their deserters. Only one master—and he under pressure from the consignees of his vessel—made application for the arrest of his men. From long observation on this coast, I believe that if the balance of wages due to deserting seamen was turned over to the Government, and not retained by the owners, it might make the masters more anxious for the retention of men.

Health.

Concerning the food of seamen, I find that it is good but most indifferently cooked. The price of the food is the highest, and could very well be distributed in more variety of cheaper food and better paid cooks.

Health has remained uniformly good for the whole district during the past year.

**Annex A.—RETURN of all Shipping at the Port of Astoria,
Oregon, during the Year 1892.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons
British ...	73	99,588	4	5,534	77	105,072
" coasting ...	12	16,255	3	4,190	15	19,445
American, foreign	5	2,475	17	34,890	22	36,865
" domestic	60	35,472	345	275,928	405	251,400
Norwegian ...	2	2,555	...	...	2	2,555
French ...	2	2,441	...	...	2	2,441
Danish ...	2	2,667	...	...	2	2,667
Total ...	156	160,403	369	260,042	525	420,445
" for the year preceding	...	...	...	...	514	443,887

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	86	112,376	7	10,493	93	122,869
American, foreign	9	10,777	32	21,863	41	32,640
" domestic	230	228,455	56	227,170	386	255,625
Norwegian ...	2	2,555	...	...	2	2,555
French ...	2	2,441	...	...	2	2,441
Danish ...	1	1,293	...	...	1	1,293
Total ...	430	357,697	95	59,526	525	417,423
" for the year preceding	...	...	...	...	504	432,899

**Annex B.—RETURN of Principal Articles of Export from
Astoria, Oregon, during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Salmon ...	Centals ...	78,995	£ 93,698	84,178	\$ 85,118
Wheat ...	Bushels ...	407,758	76,611	718,269	141,609
Flour ...	Barrels ...	1,485	1,462	14,876	12,173
Lumber ...	M. feet ...	5,879	13,804	2,951	7,800
Sundries ...	...	...	327	...	185
Total ...	...	...	185,902	...	246,536

RETURN of Principal Articles of Import to Astoria, Oregon,
during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Tin-plate	Boxes ...	38,784	24,923	23,555	18,369
Coals	Tons ...	2,682	1,571	2,304	1,727
Rice	Bags ...	1,900	195	...	...
Sundries	...	...	372	...	1,850
Total	...	...	27,061	...	21,946

Annex C.—TABLE showing the Total Value of all Articles
Exported from and Imported to Astoria, Oregon, from and to
Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	161,350	175,311	27,500	18,648
British colonies	2,060	24,731	1,561	3,290
Other countries	23,205	47,540	590	3
Total	186,615	247,582	27,651	21,941

TACOMA.

The appointment of a British Vice-Consul, with residence, at the sub-port of Tacoma, having charge also over the sub-port of Seattle on October 1, 1892, has been a very great benefit to British shipping. Previously vessels entering and clearing "foreign" generally did so at Port Townsend, the port of entry for the Puget Sound district, but they now get their clearance papers from these sub-ports direct, and pass right on to sea in charge of the tow-boat. Here masters report any changes in the crews of their vessels during their stay in port, seamen are discharged or engaged, as the case may be, and those left behind sick and unable to make the voyage are discharged from the vessel in due order, and come at once under the care of the Vice-Consul. It is also gratifying to notice that no case has occurred in which a British vessel has been libelled by the Courts during this period, all matters of dispute and complaint having been immediately attended to and amicably arranged by the Vice-Consul without expensive law suits to the ship, which, in any result, was put to great expense.

The treaty between the United States of America and our own country for the recovery of deserters from our merchant vessels while in the ports of the United States, ratified August 1, 1892, has not been taken advantage of by masters at this port, although it used to be regretted by masters visiting Puget Sound and American waters that no such treaty was in force between the two countries, on account of the numerous desertions, and there being no way for recovering them. Many inquiries about this treaty have been made, but only one master has caused a warrant to be issued, and I regret to say that the vessel had to leave before the man was found. It usually happens that the men who desert their vessels in foreign parts are not much good, and have no wages due them, and masters possibly feel some reluctance to incur expense for the issuance of a warrant on the chance of the man's apprehension, and so let the matter go; yet, because masters have up to the present failed to avail themselves of the provisions of this treaty, it must not be understood that it is non-effective, for I consider it will be one of the most important aids to shipping we have on this coast, as it will have a tendency to curtail the practice of stealing seamen from one vessel by the boarding-house masters only to put them on to another. The cost of the warrant and serving the papers for arrest will amount to the sum of 2*l*. (10 dol.), and should the men have to be kept in prison (the only sure way until the vessel is ready for sea) the cost would be 4*s*. per day in addition until removed to the ship.

The total rainfall during the year was 36.85 inches, 8 inches below the normal rainfall. During the latter part of December there was a fall of snow amounting to about 2 feet, which did not last long. The highest temperature was 94 degrees on June 24, and the lowest 26 degrees on December 22, with a mean of 57.1 degrees. Climate.

The unfortunate outbreak of small-pox, assuming an epidemic nature, in British Columbia, and in the construction camps along the line of the Great Northern Railway, caused extraordinary measures and precautions to be adopted by the Federal, State, Puget Sound, and Local Boards of Health, who established a strict quarantine against British Columbia and the infected district in this State. Travel was suspended, and only the mails carried after being thoroughly fumigated. All steamers and vessels were quarantined and fumigated and passengers vaccinated. The adoption of such extreme measures caused much annoyance, vexatious delay, and considerable expense to all concerned; but this epidemic was the means of causing the proper authorities to at once recognise the importance of establishing quarantine stations, erecting buildings, and furnishing them for the accommodation of patients, and providing apparatus, &c., for fumigating and disinfecting vessels, baggage, &c., and doing such other things consistent with the provisions for carrying out the National Quarantine Regulations. In this State for the Puget Sound district the United States Government have established a quarantine station at Diamond Point on Port Discovery Bay, at the entrance General health. Quarantine station.

to Puget Sound, and just recently an appropriation has been made by Congress of 6,000*l.* (30,000 dol.) for erecting buildings, &c., on this point. The United States steamship "Iroquois" has also been assigned as a hospital ship at Port Townsend, under the supervision of a quarantine officer, to be used for quarantine purposes.

Population
and
assessment.

The population of the State in 1892 was 395,837, of which number it is estimated 375,857 were whites, 2,095 coloured, 3,782 Indian half-breeds, and 2,577 Chinese.

The valuation of real estate was 46,834,570*l.* (234,172,352 dol.); personal property, 7,893,849*l.* (39,469,247 dol.); and railroad property, 2,440,945*l.* (12,204,725 dol.). The valuation of lands in the State, together with improvements, is 20,512,166*l.* (102,560,833 dol.); of lots, 20,830,264*l.* (104,151,322 dol.); and lot improvements, 5,492,137*l.* (27,460,697 dol.). The returns show that there are in the State 176,008 horses, mules, &c.; 224,723 cattle, valued at 200,000*l.* (1,000,000 dol.); 246,200 sheep, valued at 70,000*l.* (350,000 dol.); 49,168 swine; and 29,861 waggons and carriages.

Financial
condition.

The following statement, taken from the report of the auditor, shows the State's financial condition:—The total receipts from all sources up to October 31, 1892, were 482,983*l.* (2,414,819 dol.); and the total disbursements up to the same date were 453,841*l.* (2,269,208 dol.); and the aggregate cash balance, 29,162*l.* (145,610 dol.). The total liabilities of the State were 276,538*l.* (1,382,694 dol.); and the total resources of the State were 174,705*l.* (873,526 dol.).

The rate of taxation for general State purposes, which for the year 1891 was 3 mills, has been reduced for the year 1892 to 2½ mills on the dollar.

State Land Laws.

Lands granted
to the State.

There were granted to the State by the general Government, at the time of the admission of Washington as a State, 622,000 acres of land for the establishment and maintenance of a scientific school, of State normal schools, of public buildings at the State capital, of agricultural colleges, and of State, charitable, educational, penal, and reformatory institutions. These lands were to be selected by the State under the direction of the Secretary of the Interior, from the unsurveyed, unappropriated public lands of the United States. At the first session of the Legislature a law was enacted creating the State Land Commission, composed of the Secretary of State, Auditor and Commissioner of Public Lands, who were empowered to select and secure for the State the lands thus granted. There were 487,732 acres of school lands appraised at less than 2*l.* (10 dol.) per acre, and 289,021 acres at 2*l.* (10 dol.) or more per acre, making a total value of lands appraised 2,072,000*l.* (10,360,000 dol.), estimated one-fourth of school lands in county 592,283 acres; the number of acres sold was 89,283, which at an average per acre of 4*l.* 10*s.* (22 dol. 25 c.) realised 399,242*l.* (1,986,713 dol.). These figures

include all transactions relating to school lands since the organization of the office of the Commissioner of Public Lands. The State Constitution provides that "no more than one-fourth of the land granted to the State for educational purposes shall be sold prior to January 1, 1895, and not more than one-half prior to January 1, 1905." The following shows the granted lands selected, with total valuation, as reported by examining agents. For State, charitable, educational, penal, and reformatory institutions the amount granted was 200,000 acres; the amount selected, 84,188; total value, 159,328*l*. (796,550 dol.). For public buildings at the State capital—amount granted, 132,000 acres; amount selected, 57,145 acres; value, 247,835*l*. (1,239,175 dol.). For scientific schools—amount granted, 100,000 acres; amount selected, 39,613 acres; value, 68,783*l*. (343,918 dol.). For State normal schools—amount granted, 100,000 acres; amount selected, 44,126 acres; value, 69,996*l*. (348,980 dol.). For agricultural colleges—amount granted, 90,000 acres; amount selected, 35,389 acres; value, 101,050*l*. (505,250 dol.), making a total of lands granted 622,000 acres, 260,461 acres selected, with an estimated value of 646,992*l*. (3,233,873 dol.).

There were received for the sale of school lands in the several counties, and paid over to the State Treasurer, 1,644*l*. (8,219 dol.) for leased lands, and 514*l*. (2,570 dol.) for sale of lands, with 14*l*. (71 dol.) interest. There have been 78,593*l*. (392,965 dol.) of county bonds purchased with the school funds.

University lands of the area of 2,654 acres have been deeded under the Act for the release of *bonâ fide* purchases. Tide lands of value of 6,896*l*. (34,484 dol.) have been sold, payment by cash, 1,524*l*. (7,623 dol.); by notes, 5,372*l*. (26,861 dol.).

The greatest product of Washington is timber. In this product are included shingles, furniture, sash, doors, blinds, boxes and wooden ware of all kinds. Nearly one-third of the population is dependent upon the saw and shingle mills, and one or other of the wood-working establishments; and the principal source of wealth of the State is derived from this forest industry.

The kinds of timber in this State are red, yellow, and white fir, spruce, cedar, Alaska cedar and pine, yellow and bull pine, larch, tamarack, alder, maple, curly maple, oak, yew, cherry, birch, cotton wood, madrona, and elm.

It has been generally supposed that practically all the timber of Washington was in the western portion, and that two-thirds or three-fourths of that was in the Puget Sound region proper. This is a mistake. The estimated number of acres of timber in Eastern Washington is 11,616,000, with 106,978,000,000 standing feet; in Western Washington there are 11,971,700 acres, with 303,355,000,000 standing feet. The average number of feet per acre in the State is reckoned at 17,395.

The output for 1892 of timber for the State was 1,164,000,000 feet, 436,000,000 feet of laths, and 1,883,000,000 shingles. The timber output of 1892 shows a decrease of 214,000,000 feet, as compared with 1891. The cause of this can be laid to the

decreased local demand, and the consequent shutting down of a number of mills; the financial depression has also curtailed the demand for timber in Australia, the Sandwich Islands, and Peru, and the Chilian War left the people too poor to do very much purchasing, which caused the shutting down of several large cargo mills. Australia took the largest quantity exported, although a tariff is imposed by the Australian Government.

There was, however, a very large increase in the shingle industry over the year 1891, amounting in round numbers to 957,000,000; about 125 new mills, with a daily capacity of 6,000,000 shingles, have been started during this year; notwithstanding this increase the Eastern demand has taken nearly all of the shingles produced for shipping, and not enough railway trucks could be obtained during the latter portion of the year to carry the orders. It is estimated that had trucks been available 250,000,000 more shingles would have been shipped. The shipments of timber and shingles last year were as follows:—

Description.		Quantity.	Value.
		Feet.	£
Timber to foreign parts	..	105,002,710	263,785
„ coastwise parts	..	263,666,523	571,167
„ by rail	..	100,650,000	..

Shipments over the Canadian Pacific Railway in bond from Puget Sound points were 165,000 feet of timber and 27,080,000 shingles.

Shipments of shingles over the Northern Pacific Railway were 887,220,000, and by water 8,608,000; 1,608,000 going to foreign parts. The value of timber per 1,000 feet will average 1*l.* 15*s.* (8 dol. 50 c.)

Freights by Sea.	Price per 1,000 Feet.	
	Highest.	Lowest.
To Australia	£ s. d. 2 7 6	£ s. d. 1 7 6
China	2 10 0	2 2 6
West Coast, South America ..	2 0 0	1 10 0
United Kingdom	3 0 0	2 5 0

Freight rates by rail as far east as Chicago were 2*s.* (50 c.) per 100 lbs.; little or no lumber finds its way further east than Chicago. Rates are now reduced to 1*s.* 8*d.* (40 c.) per 100 lbs., brought about by competition among the different railway companies, and this reduction is expected to increase the demand for rail shipments considerably. Formerly only the best timber could be sent eastward on account of the heavy freight rate

which left very little profit for the mill men. The future of the timber trade of Washington depends wholly upon the transportation facilities and the means of reaching a market cheaply.

The yields for 1892 for Washington were—

Agriculture.
Grain.

Articles.		Quantity.		Price.	
				Highest.	Lowest.
Wheat	Bushels ...	12,500,000·60	Per bushel	£ s. d. 0 4 4	£ s. d. 0 2 0
Barley	" ...	1,380,000·48	"	0 2 10	0 1 10
Oats	" ...	3,300,000·36	"	0 2 2	0 1 8
Hay	Tons ...	450,000	Per ton ...	4 2 6	2 1 3

Quality of above as compared with 1891—

Articles.	Quality.	Acreage, 1892.	Estimated Acreage, 1893.
Wheat	Fair	1,210,000	1,300,000
Barley	Good		
Oats	Good		
Hay	Good		

Exports from State of Washington via Puget Sound—

Articles.	Number of Cargoes.		Quantity.
Wheat	38	Containing, bushels ..	3,447,580
Flour	4	" barrels ..	92,218

Freights, wheat and flour, to United Kingdom: highest, 2*l.* 7*s.* 6*d.* per ton; lowest, 1*l.* per ton.

All of the above wheat and flour was exported from Tacoma, with the exception of two cargoes from Seattle, but in addition to the above probably not less than 3,000,000 bushels of Washington wheat was exported from Portland, Oregon, during 1892.

The past year was not a very good one for hops on account of the hop aphid, or louse, which was very troublesome, and growers report the great expense in keeping their yards free, especially in Western Washington; in Eastern Washington the hop aphid appeared in the earlier part of the season, but no damage resulted owing to a few hot days in July, which exterminated pests there. It is estimated that there was only one-third of a crop, the yield being about 6,000,000 lbs. (13,000 bales), most of which has been sent to the London market. There were very few samples of choice hops. Prices ranged from 6*d.* to 1*s.*, with an average of 8½*d.* The acreage last year was 3,500; 1893, estimated, 4,000; and the cost of production, now that so much spraying has to be done, is 7*d.* per lb.; it is becoming one of the most expensive crops to grow.

Horticulture.

The State Board of Horticulture have published a very interesting and instructive report relative to the cultivation, care, and treatment of the various fruits, seeds, and plants in this State, which ought to be in the hands of every person who takes an interest in fruit growing, hops, and gardening. Complete descriptions are given of the pests, insects, and fungi of various kinds which have made their appearance in many of the orchards, hop yards, and gardens of the State, and the remedies most beneficial for their eradication. It contains, besides, papers on the method of growing hops, plant food and fertilisers, irrigation, seed tables, ages for fruit bearing trees and yields, grafting, waxes, &c.

Spraying is now in common practice, not only in the hop yards, but in the orchards also, and experience has taught all that it is the only way to ensure a crop. There are about 30,000 acres in this State planted with fruit trees, besides small fruits and gardens; half of these trees have been planted only 4 years, and have not arrived at bearing age, but in the next 5 years, it is believed, the annual bearing fruit crop will be about 600,000L (3,000,000 dol.), and the hop industry of equal value and importance. It is recommended to divide the State into horticultural districts, with a commissioner for each, who should be a pest inspector for his district, and be responsible for the condition of his district; and also that lectures at various centres should be given on entomology, &c., for the benefit of the farmer and gardener.

Some of the best orchards in the country have been almost entirely destroyed by insects, which spoil the fruit and kill the tree in a short time.

The most destructive pests are the San José scale, the woolly and green aphid, codlin moth, hop aphid, the box elder bug, and caterpillars.

All the land east of the Cascade Mountains, where water by irrigation can be had, if judiciously used, will grow good fruit, and a good portion can be planted in orchards without irrigation; the light, ashy, and sandy soil is especially adapted to fruit cultivation, also to hops and vegetables. It is easily cultivated and very productive. The moisture in many places is kept up by constant cultivation. West of the Cascade Mountains, in the Puget Sound country, the uplands will prove the best fruit lands, especially for apples. The clay loams are good, but not the marshes. No country can surpass this west side for cherries and small fruits, such as gooseberries, currants, raspberries, and strawberries; the latter is the most profitable.

Pruning is done generally just after winter, before the sap starts, and in June.

The market is best generally during the early summer, the late autumn, and winter.

Prices have been pretty good, but so much depends upon the facilities to get to market, and other conditions.

Irrigation.

The greater part of the irrigation of Washington is being done

on the eastern edge of the Columbia River plains, or well within the foothills of the Cascades, in Kittitas and Yakima counties. Irrigation is also carried on in South-Eastern Washington from the Snake River and many of its tributaries. By this means thousands of acres of seemingly valueless lands are easily reclaimed and made most productive. Companies organised with large amounts of capital are now at work in different localities, and canals and ditches, some 60 miles in length, and capable of conveying an immense quantity of water, are now in progress of construction. The difficulty to be overcome in irrigating this section is not from the scarcity of water, but having to construct the canals some miles in extent in order to tap the streams at the elevation desired. The main channels of the large watercourses have been cut by nature in some places 200 feet and 300 feet deep. On these irrigated lands large crops of hay, alfalfa, grain, and vegetables are grown, and many acres have been planted with all kinds of fruit trees, which, in a few years, should bring very profitable returns. Wheat grown on irrigated land is not in favour with the large buyers and dealers.

Artesian wells have been sunk with very gratifying results. This artificial system of irrigation is chiefly in Yakima, Kittitas, Walla Walla, Asotin, and Klicitat counties.

The cost of preparing the sage brush lands in Eastern Washington for cultivation, that is, clearing the land of trees and sage brush, also ploughing and fencing, but excluding the cost of bringing the water to the land, is about 2*l*. (10 dol. 25 c.) per acre. Bringing the water costs about 16*s*. (4 dol.) per acre; and the original Government price of the land was 5*s*. (1 dol. 25 c.) per acre more, making the cost of the cultivated land to the irrigator about 3*l*. 2*s*. (15 dol. 50 c.). It is claimed that when cleared this land is worth 10*l*. (50 dol.) per acre, and some of the irrigation companies who have land for sale under ditch charge 11*l*. (55 dol.) per acre. The average annual expense of maintaining the ditches is estimated by the farmers at 3*s*. (75 c.) per acre, the average for the different counties ranging from 1*s*. to 8*s*. per acre. These repairs are usually of a very simple character, consisting merely in cleaning out the ditches at points where sediment has been deposited, and in repairing breaks in the ditches which have probably been hastily and cheaply constructed.

The best time for irrigating is during the autumn or winter season. If the ground is thoroughly saturated then but little water will be needed during the summer. Too much irrigation will do more harm than good.

The coalfields of the State are very extensive, and the character Mining.
of the coal is chiefly bituminous. The high angles at which the Coal.
veins dip permit them to be traced on the surface, and allow them to be opened by tunnels and the coal brought out on a down grade, thus saving a large amount of money. Timber is cheap, making the cost of bunkers, bridges, &c., very little. The average price to consumers in Western Washington during the year has been from 16*s*. to 1*l*. per ton, and at the mine 10*s*. It is estimated

that 1,500,000 tons of coal have been mined in the State, worth about 750,000*l*. (3,750,000 *dol*.).

Precious
metals.

It is estimated that 1,000,000*l*. (5,000,000 *dol*.) have been invested in mines and their development during the past year, and that nearly twice that amount in mineral has been taken out of the mines and piled in heaps, waiting transportation.

In the Swauk gold mines in Kittitas county, 25 miles from Ellensburg, the product was greatly increased this year by the use of better machinery and more abundant supply of water. Extensive gold-bearing quartz ledges have been found in this district.

The Peshastan mining district is also in Kittitas county; the gold is mainly in quartz, free and sulphuret. Within the past year several properties have been sold, and a 10-stamp mill has been put up.

The Cle-elum district is also in Kittitas county, but is silver-lead bearing. There are also some copper ledges in this district, and iron of an excellent quality is found.

A great deal of prospecting has been done in the Methow River country during the past year, resulting in the discovery of extensive gold and silver-bearing ledges.

The Okanogan, the Colville, the Summit, the Silver Creek, Mineral Creek, and Monte Cristo mining districts have all had some development work done in the mines during the year, but the difficulty of transportation and other things retard any very rapid progress being made. The completion of the Great Northern and the branches of other railroads will be a great advantage to these several mining districts.

The ores are sent to the smelters in Idaho and Colorado, and some portion go to the smelter at Tacoma, where the amount of metal run out for the year was 184,870*l*. (924,351 *dol*.) approximately.

Fisheries.

The fishing industry in the Puget Sound country and the waters of the State are steadily developing. Salmon, halibut, herring, smelt, and cod are quite plentiful. Oysters, crabs, and other shell-fish are also abundant. In the rivers and lakes trout and salmon-trout are found. The oysters (native) are found in many of the bays; though rather small, they are well liked. A large portion of the tide lands in the numerous bays are adapted to the cultivation of oysters, and many artificial beds, of some acres in extent, are being formed. The business is developing very rapidly; the cost of gathering is 2*s*., and picking over is 3*s*. per sack (100 lbs.), total about 5*s*. (1 *dol*. 25 *c*.), which bring from 9*s*. to 10*s*. per sack. The demand has always been greater than the supply.

There are two or three fishing companies on the Sound running boats to the halibut banks off Cape Flattery, where large amounts of fish are caught and taken to the cold storage warehouse at Tacoma, there frozen solid, packed in ice in boxes, and shipped to eastern points by rail in refrigerator goods carriages, where there seems to be a ready sale. The experiment of drying, smoking, and curing fish, herring, &c., is being tried with satisfactory results. The salmon pack last year was fair.

There were 420.73 miles of railway laid on eight lines in this State during the year; another estimate gives 481 miles. Railways.

The Great Northern Railway has built over 300 miles of line in this State this year, and about the first of the year 1893 completed its line into Seattle, on the waters of Puget Sound. The road reaches Summit Station on the Rocky Mountain Division at the grade of 52 feet to the mile, and crosses the mountains at Stevens Pass in the Rockies, 5,128 feet above the sea level, by "switch-back" 10 miles long; a tunnel, to be completed by 1895, will be but 2 miles in length. This line goes through the middle portion of the Eastern part of the State, and will be of great benefit to the farmer, who will have the advantage of another line to the coast and tide water. This system has a total of 487 miles in this State in operation.

The Northern Pacific Railway system operates 950 miles, the Union Pacific 270 miles, the Oregon Improvement Company 122 miles, and other branches about 240 miles, making a total number of 2,069 miles of railway in this State, all in operation.

It is contemplated that during the coming year extensions and feeders will be built into the mining and agricultural districts by these various roads.

This State has 2,600,000*l.* (13,000,000 *dol.*) invested in electric light works and electric transportation lines. There are 3,301 arc lights, and 41,215 incandescents. Electricity.

In regard to electric lines, this State has more mileage and more lines than any other State on this Coast, and comes next to California in equipment. Washington has 1,570,000*l.* (7,850,000 *dol.*) capital invested in 22 lines of electric railway, in 176 motor cars or carriages, and in 26 trail cars, and has in operation 231 miles of railway.

Seattle is the best incandescent lighted town on the coast, having 12,350 lamps and 1,065 arc lamps. Tacoma has 700 arc lamps and 4,500 incandescent lamps.

Seattle has 89 miles of electric railway, and Tacoma 38 miles.

The United States Government have had the coast survey steamer "Gedney" employed all the season triangulating the Straits of Juan de Fuca, preparatory for still further extending the hydrographic and geodetic surveying of these waters. Good progress has been made, extending down to a point named Galilee, beyond the River Jordan on Vancouver's Island, and to Clallam Bay on the American side. The vessel is expected to continue in the work this coming season. Aids to commerce and navigation.

The Federal Government have established a branch hydrographic office during the year at Port Townsend. Its purpose is to assist the main office in Washington City in getting and disseminating marine information generally. Here are kept on hand the very latest charts and sailing directions for all parts of the globe, not for sale, but for the use of masters of vessels; barometers are adjusted, charts and coast pilots, light and buoy lists, &c., are corrected, and information furnished regarding all changes made, or dangers discovered, all over the world. Blank

forms for keeping the regular meteorological records to be made use of in preparing pilot charts, wind and current charts, &c., are kept, forwarded, or exchanged with masters of vessels visiting these waters who will take the trouble to communicate with this office. The Hydrographic Office is under the Bureau of Navigation, Navy Department of the United States.

Signal letters. It may be well to mention, for the benefit of masters bound with their vessels to ports in Puget Sound, that the Board of Trade, London, under the direction of the United States Government, have allotted to Port Townsend in this State the signal letters "B," "W," "S," "Q." This does not seem to be generally known.

Changes in lights, buoys, &c., coast of Washington, 1892. The changes to be noticed by masters entering Puget Sound particularly are the two following, which I think well to mention:—

"On N.E. of Obstruction Island, Obstruction Pass, Rosario Strait, a post light, fixed white, as a guide for entering pass from the eastward.

"Off Duwamish Head, Puget Sound, a red bell buoy southward of Orchard Rocks, east side of Rich's Passage, Puget Sound, a red buoy No. 2."

General outlook.

Many new towns are springing up in this State, some representing large capital invested, notably Everett, about 40 miles north of Seattle, where several large manufacturing industries have commenced operations; and on the east side of the Cascades, Wenatchee is likely to become a good town.

The prospects of trade for the State generally, and in Tacoma and Seattle especially, for the present year are fair, although the Puget Sound country has not yet recovered from the "boom" in real estate values 2 years ago, considerable liquidation must still take place before the towns can get on a sound basis. Seattle and Tacoma, however, continue to grow, and with the great resources tributary to both towns their future seems very promising. Exports and imports will continue to increase as the country develops and opens up. A more detailed report of these two towns, their commerce and trade, &c., is annexed.

I am indebted to Lieutenant H. T. Mayo, U.S.N., at Port Townsend, and to Mr. Alexander Baillie, of this town, for appreciated help in giving me much information for this report.

General Remarks.

Population

The history of Tacoma is connected directly with the building of the Northern Pacific Railway, its foundation may be said to date from the year 1868. The town is situated at the head of Commencement Bay on Puget Sound about 170 miles from Cape Flattery, the entrance to the Straits of Juan de Fuca. With a population in 1873 of about 100, in 1880 it had grown to 720; in 1890, 2 years after the arrival of the direct line of railway, making this town its terminus, the population was about 36 000, and at the present time the population is about 50,000.

Tacoma's railway connections give the town a fine opportunity for increasing its commerce and shipping in the timber resources and in the agricultural products of the State. From here tons of hops have been carried by rail to the Atlantic coast for the home and European market; it is from this port all but two of the grain cargoes which have left Puget Sound have been shipped to foreign parts. And from here thousands of feet of timber of every description are carried to almost every part of the world. The fishing industry of Puget Sound is growing, and here is also the distributing point for the Eastern markets. There are also shipped from Tacoma, live stock, flour, manufactured here and in other parts of the State, and other products manufactured in Tacoma, to other localities, all representing varied industrial interests showing the growth of the town and the extent of its business enterprises; it is to-day the chief export town on Puget Sound. The town has a banking capital of 1,400,000*l.* (7,000,000 dol.) and an annual wholesale trade of 3,000,000*l.* (15,000,000 dol.). There are 20 hotels, several edifices for religious worship, 15 public school buildings, and other private institutions of learning, public buildings, park, &c. The manufacturing and commercial interests are represented by saw-mills, flour-mills, oatmeal, soap, and furniture works, foundries, grain warehouses, cold storage and commission houses. The capital invested in manufacturing institutions is estimated to be about 2,000,000*l.* (10,000,000 dol.), the number of employes 3,500, and the output for the year 1892 about 2,000,000*l.* (10,000,000 dol.). With its advantageous situation, its transportation facilities both by rail and water and the rich country around and tributary to it, it is reasonable to expect that this city will grow in greatness and importance.

A short account of some of the chief industries and trade may not be uninteresting, as well as the present condition of the town, its public institutions, &c.

The timber trade is represented chiefly by five mills with a capital stock of 600,000*l.* (3,000,000 dol.), employing about 1,200 men. The probable cut for the Tacoma Mills during the year is about 146,600,000 feet, with an average value of 1*l.* 7*s.* per 1,000 feet; the timber shipments amounted to 122,125,400 feet valued at 244,000*l.* (1,220,000 dol.).

In the manufacture of shingles one of the largest and most complete shingle mills is the Puget Sound Shingle Mill Company with a capital stock of 5,000*l.* (25,000 dol.). It employs about 40 men, the cut during the year was 43,000,000 shingles, estimated value 14,000*l.* (70,000 dol.) with a daily capacity of 200,000 shingles. The aggregate cut of all Tacoma shingle mills during the year was about 103,000,000 shingles valued at 31,000*l.* (155,000 dol.).

There are six firms who manufacture sash, doors, blinds, and interior finishings; building material of all descriptions is made. Employment is given to a large number of men, all the firms report a good and increasing business.

There are about six furniture and other wood working establishments, two or three box factories, also waggon and carriage works.

Tacoma has three grain warehouses called grain elevators with a storage capacity of 2,500,000 bushels. These warehouses are built along the deep water front, having their own docks, and the wheat or flour, as the case may be, is carried by means of piers and chain and belt conveyers worked by steam power extending to the water, directly into the hold of the vessel which is moored to the dock, the water being about 40 feet deep. There are facilities for loading vessels in any kind of weather and with the quickest despatch.

The Northern Pacific Railway Company erected at Edison, near there, their works in 1891 at a total cost of about 170,000*l*. (850,000 *dol.*). The company employ 400 men, and everything connected with railroad work is manufactured, engines, boilers, carriages, waggons, trucks, &c. The buildings are constructed of brick, lighted by electricity and heated by steam. During the past year 200 patent live stock carriages have been made and about 60 engines. Passenger carriages are now to be made here, work is now being done on 150 trucks for conveying logs, each with a capacity of 160,000 lbs. The Tacoma Railway and Motor Company have a foundry and machine shops, and now make their own tramcars, &c., for the street railways.

Among the foundries and machine shops is the A. B. Todd Foundry and Machine Company, with a capital of 15,000*l*. (75,000 *dol.*), they employ 50 men. This company go in especially for work for light and water companies, street railway lines and heavy marine work; among the heavy castings recently made were five 6 ton mushroom anchors purchased by the town and placed in the harbour to which buoys were attached for ships to lie at. There are several other firms of this kind who have done a very good business during the year.

The Tacoma Smelting and Refining Company is one of the largest of its kind on the Pacific Coast, there are about 70 men employed. Ores are received from Alaska, British Columbia, California, Mexico, and from the mines as far as practicable from this State. There were produced during the year 44,150 bars of bullion, weighing about 45,000,000 lbs. Of this, 14,661 ozs. were gold, 524,692 ozs. were silver, and about 4,000,000 lbs. lead. The total value of the product was about 184,800*l*. (925,000 *dol.*). The capacity of the smelter will be increased during this coming year.

The Puget Sound Dry Dock Company is a very important enterprise for this town; it is stationed in Quartermasters' Harbour, about 7 or 8 miles from here, where every facility is afforded for docking and repairing a ship. The Tacoma Foundry and Machine Company have been consolidated with the Dry Dock Company. The dock is moored in 8 fathoms of water; the dock slip and working wharves cover an area of 80,000 square feet. The dock proper is 325 feet in length, 100 feet in breadth, and has an estimated displacement of 8,000 tons. It was on this dock that H.M. sloop of war "Hyacinth" was successfully placed during the autumn, and the American steamship "Willamette," of 1,700

tons, the latter with a large portion of her coal cargo on board. About 100 men have been employed during the year.

The Puget Sound Flouring Mill has a capital of 32,000*l*. (160,000 dol.), and an estimated capacity of 800 barrels daily. The flour was shipped to Europe, China, Japan, and domestic ports. The figures given are 115,719 barrels, valued at about 90,000*l*. (450,000 dol.). There are other smaller mills, which have a good business and an increasing trade.

The Crescent Creamery Company has a paid-up capital of 100,000*l*. (500,000 dol.). During the year branch houses have been established at Seattle, Spokane, and Portland, Oregon. The company has a large cold storage warehouse and freezing apparatus on the water front; transportation facilities both by rail and water. The business is very profitable and increasing, all kinds of meats, fish, game, butter, and eggs, &c., being included in the shipment and kept in stock.

There are also brewing companies, brick yards, bottling works, cornice works, electric lighting, gas, and soap works, and ice companies, &c.

The wholesale and retail trade is carried on by grocers butchers, ironmongers, drapers, &c—in fact, all the requirements necessary for a large town.

During the year the Tacoma, Point Defiance, and Edison Company have replaced the motor-power by electricity, and now operate their line of 13 miles entirely by electricity. This improvement was made at an additional investment of 20,000*l*. (100,000 dol.).

The Tacoma Railway and Motor Company have added to their works during the present year one cable engine, costing 800*l*. (4,000 dol.); one compound 750 horse-power engine, costing 5,800*l*. (29,000 dol.); three Edison generators, costing set up 4,400*l*. (22,000 dol.). They have built in Tacoma 10 new tram cars, costing 250*l*. (1,250 dol.) each, and made other improvements and alterations at an expense of about 16,000*l*. (80,000 dol.). More lines are contemplated, and other improvements are expected to be made during the coming year.

Referring to the public schools of Tacoma, at the close of the year 1892 the enrolment reached 4,584; the average number belonging to the school was 3,998; the average daily attendance, 3,885; the per cent. of attendance was 97. There are 12 principals, 110 teachers, and 17 buildings occupied. The total school expenses during the year were 54,594*l*. (272,870 dol.). It has been the policy of the school board to erect buildings containing not more than 12 rooms, thus bringing the school and home into closer proximity. This plan gives the principal, who is held responsible for the management of the school, the opportunity for more thorough supervision and closer attention to details.

There is in addition a large seminary for girls, a boys' college, and other institutions of a private nature for educational purposes.

During the year 1892 there have been 33 miles of streets levelled and constructed, making a total of 104 miles, the work being done in the residence portion of the town, at the request and

(1581)

D 3

Street
railways.

Education.

Public
works.
Street
improve-
ments.

expense of the residents who have built or about to build homes. There have been laid over 2 miles of pavement, 1,870 lineal feet of bituminous rock upon concrete, and 8,964 lineal feet of wood planking, the cost of the pavement was 7,800*l.* (39,000 dol.), making a total of over 9 miles of pavement upon the streets of this town, costing 53,500*l.* (267,300 dol.).

The mileage of sewers laid during the year was 441 miles, at a cost of 5,150*l.* (26,000 dol.), making a total of 50 miles now in use, laid at a total cost of 73,000*l.* (365,500 dol.).

The cost of street improvements completed during the year was 59,000*l.* (299,000 dol.). The cost of street labour (cleaning and general repair work) and sewer labour during the year 1892 was 28,500*l.* (142,000 dol.).

The Board of Public Works recommend that no more wood planking on streets be used, except in an emergency, and then only where it is impossible to make a street passable in any other way. It is a continuous expense to the town and does not last over 3 years. Planking cannot be swept by machines, but must be swept by hand, which is an additional expense.

The total cost of supplies for the use of the various town departments for the year, excepting for light and water, was 15,700*l.* (78,500 dol.); and the total cost of light, water, and hydrants was 15,450*l.* (77,270 dol.).

There were 530 residences built during the year, aggregating nearly 172,000*l.* (860,000 dol.), and 300 permits granted to erect buildings aggregating 160,000*l.* (800,000 dol.).

New and
contemplated
buildings.

Among the new public buildings is the town-hall, to be completed early in 1893, constructed of California pressed terra cotta brick, and is estimated to cost 50,000*l.* (260,000 dol.). It will provide offices, police court, council room, and a public library.

A market house, not yet finished, is to cost 200*l.* (1,155 dol.).

The new Pierce County Court House is gradually being erected. It is built entirely of two kinds of stone, and estimated to cost 80,000*l.* (400,000 dol.).

Work is also being done towards the completion of a new hotel, the first floor and foundation being of stone and the remainder of California pressed terra cotta brick, the net cost of which when finished, it is said, will exceed 240,000*l.* (1,200,000 dol.). Among other new buildings are the Chamber of Commerce building and the Berlin block, one of the most substantial and best built brick buildings in the town.

Fire
department.

The Fire Department consists of a chief, assistant-chief, and 60 men; and the apparatus of 6 steam fire-engines, 2 chemical engines, 3 hook and ladder trucks, 4 hose waggons, and 4 supply waggons. The fire losses for the year were 5,940*l.* (29,704 dol.). The insurance on the property was 73,830*l.* (369,150 dol.); and the amount of insurance paid was 5,317*l.* (26,588 dol.). The total value of the Fire Department's property was 29,588*l.* (147,790 dol.). The total cost of equipping the department for the year was 1,402*l.* (7,000 dol.), and the total cost of maintaining the same 16,500*l.* (82,500 dol.).

The Postmaster reports that the number of stamps and postal cards sold during the year amounted to 11,040 $\frac{1}{2}$ (55,208 dol.); the envelopes and wrappers to 3,265 $\frac{1}{2}$ (16,329 dol.); the box rents amounted to 848 $\frac{1}{2}$ (4,240 dol.), making the total receipts 15,153 $\frac{1}{2}$ (75,768 dol.).

While infectious and contagious diseases have been of frequent occurrence in Europe and in many of the States in this country, Tacoma and the neighbourhood have been remarkably healthy. It was during the prevalence of small-pox in Victoria, Vancouver, and other towns in that section of British Columbia, and owing to the fact that the disease was extending into this State, that on July 5 a quarantine was established against all towns in British Columbia, West of Mission on the Canadian Pacific Railway, and all persons coming into Tacoma from all points in this State north of the town were inspected, and, unless recently vaccinated, were vaccinated. During the year there was six cases of small-pox reported and discovered, all of which were brought into the town from other parts of the country; four of these recovered.

There were during the year, according to the health officer, 374 deaths recorded from all causes, out of an estimated population of about 50,000.

Causes.					Number of Deaths.
Zymotic diseases	..	..	..	..	66
Constitutional diseases	..	..	..	..	79
Local diseases	..	..	..	..	147
Development diseases	..	..	..	..	46
Violent diseases	..	..	..	..	33
Unascertained	..	..	..	..	3

Out of this number six were deaths from typhoid fever and two from small-pox.

In the year 1889 the Tacoma Clearing House was organised, and since then the business has largely increased. There are now 20 banks (7 national, 5 State, 6 savings banks, and 2 branches of foreign banks). These banks do a business with a capital of 1,790,840 $\frac{1}{2}$ (8,954,200 dol.), and with a surplus and undivided profits amounting to 475,425 $\frac{1}{2}$ (2,377,127 dol.).

The value of property in Tacoma, according to the town assessment rolls for 1892, was 8,614,829 $\frac{1}{2}$ (43,074,147 dol.). The tax-rate was 12 mills on the dollar for the town and 13 $\frac{3}{4}$ mills for the county.

The harbour master reports that during the year 1892, 416 vessels, with a total of 478,828 tons, entered the sub-port of Tacoma.

There were 93,432 tons of wheat shipped—approximate value, 565,518 $\frac{1}{2}$ (2,827,591 dol.); and 12,502 tons of flour, valued at 102,277 $\frac{1}{2}$ (511,385 dol.). The amount of timber shipped was (1581)

76,808,635 feet, estimated value 152,987*l*. (763,994 dol.). The coal shipments amounted to 226,642 tons, and estimated value, 157,966*l*. (789,832 dol.).

The China
and tea trade.

During the year a line of steamships, owned by the Northern Pacific Steamship Company, have established a service between China, Japan, and Puget Sound Ports, viâ Victoria, British Columbia, making Tacoma their Puget Sound terminus. These steamers bring a general (Oriental) cargo, consisting principally of silks, tea, sugar, rice, hemp, Chinese and Japanese curiosities, averaging many hundreds of pounds in value. Only a very small portion of these cargoes remain here, but are despatched as quickly as possible overland in bond to their Eastern and European points of destination. The return cargo consists chiefly of flour, some agricultural produce, and the rest coal. The majority of passengers carried by these steamers are Chinese and Japanese. It is expected that this company will in time establish a good paying carrying trade between the Orient and Puget Sound.

The following tables, marked respectively A., B., and C., show the actual business done at the custom-house at this sub-port, as stated therein:—

Annex A.—RETURN of all Shipping at the Port of Tacoma during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	38	60,478	17	12,189	55	72,667
American	2	1,403	17	3,801	19	5,204
Austrian	1	973	...	...	1	973
Total	41	62,854	34	15,990	75	78,844

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	38	59,131	14	11,642	52	70,773
American	3	3,084	16	5,411	19	8,494
German	2	3,814	...	...	2	3,814
Italian	1	2,095	...	...	1	2,095
Austrian	1	973	...	...	1	973
Total	45	68,597	29	17,053	74	85,650

NOTE.—The entrances and clearances of American ships do not include the coasting trade.

**Annex B.—RETURN of Principal Articles of Export from Tacoma
during the Year 1892.**

Articles.		Quantity.	Value.
			£
Wheat	Bushels ..	3,177,323	528,921
Flour	Barrels ..	139,697	105,333
Timber	..	..	8,750
Coal, coke	..	..	357
Fish	..	..	292
Total	..	..	643,633

**RETURN of Principal Articles of Import to Tacoma during the
Year 1892.**

Articles.		Quantity.	Value.
			£
FREE.			
Tea	Lbs.	239,361	5,297
Sugar	"	100,800	624
Household effects	..	..	3,045
Textiles, jute, &c.	..	..	1,543
Furs, skins, undressed	..	..	168
Ores	..	..	52
Other articles	..	..	1,875
Total	..	..	12,604
DUTIABLE.			
Sugar	Lbs.	1,588,460	12,464
Rice	"	240,380	954
Flax, &c.	..	..	5,556
Cement	Barrels ..	2,800	805
Iron and manufactures	..	..	414
Silk	..	..	248
Wine, liquors, spirits	..	..	230
Other articles	..	..	1,279
Total	..	..	21,950
Free	..	..	12,604
Dutiable	..	..	21,950
Grand total	..	..	34,554

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to Tacoma from and to Foreign Countries during the Year 1892.

Country.	Value.	
	Exports.	Imports.
	£	£
Great Britain and Hong Kong ..	594,687	20,302
Canada	4,288	6,107
Australia	1,726	..
Belgium	88,016	..
Chile	4,736	..
Japan	180	6,894
China	..	247
Other countries	..	1,004
Total	643,633	34,554

NOTE.—The statistics contained in the above Annexes (A), (B), and (C) are obtained from the custom-house by courtesy of Mr. Berry, the deputy collector at this sub-port of entry. No account is taken of the goods and merchandise shipped through in bond to other places in the United States and Canada which are brought over from China and Japan; neither is any account taken of the coastwise shipments. The *li* has been reckoned at 4·8665 dol., the custom-house standard.

SEATTLE.

Population.

The town of Seattle is situated on Elliott Bay, 38 miles north of Tacoma, and about 150 miles from Cape Flattery. It is one of the oldest towns on the Sound, commencing from an Indian village it has grown now into a large town with a population of about 60,000 people.

The numerous business blocks in course of erection have been completed during the year, and many private residences have been built, in which people now make their homes, and all take a greater interest in everything that tends to develop and advance the welfare of the place.

Commercial growth.

During the year the transportation facilities have advanced considerably. The Northern Pacific Railway was the only trans-continental line, connection is now made with the Canadian Pacific Railway and the Union Pacific system, the Great Northern Railway will complete its line to tide water at this town by the commencement of the coming year, 1893, thus giving the town the advantage of at least three great trans-continental roads with their various branches radiating from Seattle. With such railway facilities and the numerous steamship lines plying between Seattle and the various Puget Sound and Pacific Coast points, as well as China and Japan, Seattle is a great, if not the greatest, distributing centre in the State and adjoining territory for the manufacturer

and wholesale merchant. There are in the town about 50 religious organisations, many of them possessing fine church edifices and other valuable properties; the town owns its own waterworks, having pumps with a capacity of 4,000,000 gallons per diem. There are several public parks in the town, which are being constantly improved and beautified under the supervision of a Board of Park Commissioners and a Superintendent; still more elaborate improvements are in contemplation.

In 1890 and 1891 the extent of Seattle's local trade or general business reached the sum of 7,000,000*l.* (35,000,000 dol.), during this year, 1892, the town continued to advance, trade increased, business is now established on a firm basis, and it is estimated that 11,100,000*l.* (55,500,000 dol.) is the aggregate amount of general business done. Beginning as the supply point for the logging camps and fisheries on the Sound, the trade has grown until Seattle supplies wholesale and retail most of the towns not only on the Sound, but to a considerable extent throughout the country east of the Cascade Mountains, Alaska, and British Columbia. Some wholesale houses have increased their business during the year 15 per cent., others 20 per cent. or 25 per cent., and others again still higher. **Manufactures.**

The woollen mill has been completed during the year at Kirkland, one of the suburbs of the town, and it is expected that in time this will turn out a very good investment.

A flour mill has also been completed with a capacity of 250 barrels per day.

At Ballard, another suburb of Seattle, and other places along the water front of the town, there are several shipyards of more or less importance, all of which give employment to a large number of men and use a great amount of raw material.

The iron and steel manufactories, all of which are prosperous, doing a good business, and increasing the wealth and stability of the town.

The Street Car Factory has manufactured every description of street tramcars, cable and electric, and have a very prosperous business.

There are three large breweries in the town, a large and increasing export trade is carried on, as well as a good local business.

Several firms are engaged in manufacturing furniture, boxes barrels, biscuits, boots and shoes, paints, and all kinds of wooden ware including carriages, waggons, &c.

There were 226 manufactories in the town, and the amount of work done during the year was 1,542,510*l.* (7,712,622 dol.)

The several saw-mills cut between them about 209,000,000 feet of timber, and about 250,000,000 shingles. The aggregate stock on hand is about 44,000,000 feet. **Saw-mills.**

The number of timber companies and firms manufacturing wooden ware are 27, the value of their property amounts to 221,300*l.* (1,106,500 dol.) and 946 men are employed, their wages amounting to 104,000*l.* (520,000 dol.).

There are tributary to Seattle eight logging camps, the amount of timber got out for the year 1892 was 67,500,000 feet, having an average value of 16s. (4 dol.) per 1,000 feet, employing 482 men who earned 32,200*l.* (161,000 dol.) in wages.

Coal mines.

There are six coal mines in the neighbourhood, and the coal is all brought to Seattle for distribution. There were mined during the year 470,050 tons at an average value of 9s. (2 dol. 25 c.) per ton at the mine.

There were extracted from the mines of King County 450,000 tons.

Street railways.

In this town electricity and the cable have entirely superseded horses as the motor power on the street railways. There are nearly 90 miles of railway in actual operation. Of this number over 7 miles of cable are on a single track and over 5 miles on a double track; the remainder of miles are operated entirely by electricity. These roads have a good regular business, are fairly prosperous and are liberally patronised. The employés are mostly married men who have homes of their own, are reasonably well paid, and a good portion of their earnings finds its way into the channels of trade, and consequently helps business. The men are paid semi-monthly.

The difficulty of construction and the cost of maintaining good waggon roads in this country has retarded the development of the rural districts, and it is believed by many that this difficulty can, in a measure, be overcome by building lines of electric railway in every direction from this town, and that in the next few years lines of electric railway will afford communication with the agricultural and mining districts of this county and vicinity.

There is in contemplation an undertaking to extend the Grant Street line from this town to Tacoma; the road will be a regular electric railway operated on a street railway basis.

Education.

Public schools.

There are 16 school-houses in the town, having 119 school-rooms, exclusive of recitation rooms, of which number 11 were rented rooms and 8 in temporary buildings.

According to the assessor's census, the population of the town in 1892 was 58,000. The total school population from 5 years to 21 years of age was: males, 4,515; females, 4,685; total, 9,200.

There were six children defective, either deaf and dumb or blind.

The original entries were: males, 3,301; females, 3,116; total, 6,417. The total average number belonging was 4,965. The average daily attendance was 4,667.4. There were 129 teachers and principals and 4 supervisors.

The total assessed valuation of the town was 8,800,000*l.* (44,000,000 dol.); the total value of school property was 122,650*l.* (613,292 dol.); the total assessed valuation per capita of school population was 956*l.* 5s. (4,783 dol.).

The total expenditures, not including permanent ones, were 31,111*l*. (155,558 dol.). The average salary paid teachers per annum was 155*l*. (775 dol.). The average salary paid principals of districts was over 272*l*. (1,362 dol.). The salary paid the town Superintendent of Schools was 600*l*. (3,000 dol.). The cost of supervision and teaching per capita of school population, 5 years to 21 years of age, was 2*l*. 4*s*. (a little over 12 dol.). The cost of supervision and teaching per capita of average number belonging was 4*l*. 5*s*. (almost 23 dol.). The cost of total expenditures per capita of school population 5 years to 21 years of age was 3*l*. 3*s*. (a little over 16 dol.). The cost of total expenditures per capita of average number belonging was 6*l*. (almost 31 dol.).

The books bought indigent pupils amounted to 32*l*. (over 156 dol.).

The total receipts for the year were 82,758*l*. (413,793 dol.), of which amount 40,897*l*. (204,485 dol.) were from taxes, 334*l*. (1,674 dol.) proportion of State funds by County Superintendent, and 40,900*l*. (204,500 dol.) were from the sale of school bonds. These school bonds were disposed of at the low rate of interest (in this country) of 5 per cent. per annum, and the school warrants were taken by the brokers of the town at par during the early part of the year, and before the close they brought a premium.

The total disbursements for the year were 71,370*l*. (356,860 dol.).

Public Works.

The total amount expended by the Street and Sewer Department for the year, including 400*l*. (2,000 dol.) as the Superintendent's salary, was 23,634*l*. (118,173 dol.). Of this amount 6,683*l*. (33,417 dol.) was expended for labour upon the streets, and 6,113*l*. (30,567 dol.) for materials used in repairing or constructing them. For the sewers 7,103*l*. (37,518 dol.) was expended for labour, and 2,933*l*. (14,670 dol.) for materials.

During the year almost 3,000,000 feet of lumber, costing 3,980*l*. (19,900 dol.) were used for constructing and improving the streets, and other materials to the value of 113*l*. (566 dol.). Incidental expenses, including the keep for 19 horses, amounted to 510*l*. (2,553 dol.).

The sewer system of the town has been greatly improved during the year. Among other things 4½ miles of stone sewer pipe have been added, the cost of pipe being 2,044*l*. (10,225 dol.).

General.

Every town in the United States has its Fire Department. In this town the Department at present consists of the chief, the assistant chief, the superintendent of fire alarms, 10 captains, 8 lieutenants, 1 captain of fire-boat, 1 pilot of fire-boat, and 49 fully-paid men; total, 72. In addition there is a volunteer

company in the suburb of Fremont, composed of 35 men. There are 35 horses. The apparatus, which is kept in excellent order, consists of 1 fireboat, 4 steam engines, 4 hose waggons, 1 hose carriage, 1 aerial truck, 1 village hook and ladder, 3 chemical engines, and 1 supply waggon.

The total number of alarms for the year 1892 was 170, of which 26 were false. The insurance on property involved was 314,330*l*. (1,571,675 dol.); the loss, 83,400*l*. (417,000 dol.).

The total expenses amounted to 17,047*l*. (85,237 dol.), of which 14,463*l*. (72,314 dol.) were paid in salaries.

No. 1 hook and ladder worked 215 hours, and travelled 306½ miles; No. 3 chemical engine worked 41½ hours, and travelled 42 miles; No. 1 truck answered 148 alarms, and No. 3 chemical engine 35 alarms.

Health.

The health of the town has been generally good during the year. There have been probably 30 cases of small-pox discovered and reported, some of which have terminated fatally, but the majority have recovered. These cases were brought into the town from outlying districts, and chiefly from the construction camps along the line of the Great Northern Railway. This town, along with the rest in Puget Sound, established a strict quarantine against the towns in British Columbia and other infected districts during the small-pox epidemic which occurred during the autumn.

Financial condition.

The total assessed value of the town for the year 1892 was 8,800,000*l*. (44,000,000 dol.). The town-tax rate was 12·6 mills on the dollar; and the county rate, within the town limits, 12·25 mills, and outside the town limits 11 mills on the dollar.

Four new banks have been organised, and commenced business since January, 1892, making a total of 22 banks doing business in Seattle, with an aggregate capital and surplus of about 800,000*l*. (4,000,000 dol.), with deposits amounting to 1,437,200*l*. (7,186,000 dol.), and resources amounting to 2,377,600*l*. (11,888,000 dol.).

The United States Land Office in this town shows the business transacted during the year 1892 at 22,780*l*. (113,900 dol.).

The tonnage of imports for Seattle proper was 195,953 tons; 219 steamships entered the sub-port.

The foreign shipments of timber were over 9,000,000 feet, and all other shipments exceeded 91,000,000 feet.

The total amount of coal shipments by water were over 300,000 tons, principally to San Francisco and domestic ports.

The three fishing companies, between them, caught during the year 1,625 tons of fish, chiefly halibut, of which amount 1,000 tons, estimated at 20,000*l*. (100,000 dol.), were shipped. The amount preserved in tins was 21,000 cases, valued at 14,400*l*. (72,000 dol.), besides 9 tons cured, valued at about 300*l*. (1,500 dol.).

For the benefit of commerce and shipping generally, the United States Signal Service Department have made Seattle a station from which all weather observations are displayed.

It is from this port that the naval and other vessels of the United States take their coal while cruising in these waters, and for their trips up to the Behring Sea.

The following tables, A, B, and C, show the shipping and commerce of the town of Seattle, and are obtained from the customs-house by the courtesy of Mr. McKenzie, the deputy collector at this sub-port of entry. The entrances and clearances of American vessels in the coastwise trade are not recorded in this customs-house; neither is any account taken of the goods and merchandise received in bond from, or shipped to, other places in the United States and Canada; neither is any account taken of the coastwise shipments. A large amount of the imports showing as coming from Canada have really been brought over by the Canadian Pacific Steamship Company's vessels from China and Japan points to Victoria, British Columbia, and from there transferred to the regular Victoria and Puget Sound mail steamer for the Sound ports.

Annex A.—RETURN of all Shipping at the Port of Seattle during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British and total ...	5	6,990	4	781	9	7,771

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British and total ...	4	7,665	7	3,854	11	11,519

Annex B.—RETURN of Principal Articles of Export from Seattle during the Year 1892.

Articles.		Quantity.	Value.
Wheat	Centals ..	204,407	£ 67,465
Flour	Barrels ..	18,238	14,948
Wood, timber	..	..	1,971
Fish	..	..	688
Coal	..	..	204
Other articles	..	..	2,033
Total	..	..	87,809

RETURN of Principal Articles of Import to Seattle during the
Year 1892.

Articles.		Quantity.	Value.
			£
FREE.			
Tea	Lbs. .. .	14,166	3,661
Furs, skins, undressed..	..	..	5,130
Household effects ..	..	..	3,560
Other articles ..	..	..	3,702
Total	..	..	16,053
DUTIABLE.			
Sugar	Lbs. .. .	2,065,000	16,833
Rice	" .. .	516,000	1,867
Cement	" .. .	5,266,000	3,845
Iron and manufactures ..	..	..	1,054
Wine, liquors, spirits ..	..	..	833
Fish	..	..	57
Other articles ..	..	..	3,634
Total	..	..	27,623
Free	..	..	16,053
Dutiable	..	..	27,623
Grand total	..	..	43,681

Annex C.—TABLE showing the Total Value of all Articles
Exported from and Imported to Seattle from and to Foreign
Countries during the Year 1892.

Country.	Value.	
	Exports.	Imports.
	£	£
Great Britain and Hong-Kong ..	82,083	9,050
Canada	203	33,524
Peru	4,714	..
Japan	309	411
China	..	493
Other countries	..	203
Total	87,309	43,681

NOTE.—The £. has been reckoned at 4·8665 dol., the custom-house standard in this collection district.

PORT TOWNSEND.

The trade and shipping of this district has suffered its full share of the universal depression in business. The establishment of a new Consulate at Tacoma, including port of Seattle, the former the principal wheat shipping port, explains the reason of the discrepancy in values of import and export for the year 1892, as against 1891. Timber, the chief export of the trade in this district, has, it is claimed by mill owners, been manufactured at a loss. Australia, formerly the largest customer, is taking no lumber beyond a few special orders, the most of which is sent to the mining districts of South Australia. South America, the early part of the year, took quite a number of cargoes, then experienced a reaction, and shipments practically ceased. The China trade experienced no improvement; one ship loaded cargo for Calcutta on owner's account; the first cargo sent to South Africa was dispatched during the year. The shipments to United Kingdom and Europe show a decided increase, and a large number of vessels are reported engaged for this business.

The establishment of steel wire nail works at the new town of Everett, for which the wire rods were imported from Belgium, leading also to the erection of a similar plant at this point, has opened up a trade that promises very rapid development.

The importations in this district were entirely Belgium cement, having been shipped to fill up vessels that brought wire for nail works. Stock are very heavy and prices low; delivery of small lots at figures (say 9s.) leaving a loss to importers.

Rates paid for lumber have, during the year, touched figures that left a heavy loss for the average sized vessel; the average rates for the year were as follows: Sydney, 1*l.* 10s.; Melbourne, 1*l.* 17s. 6*d.*; Port Pirie, 1*l.* 17s. 6*d.*; West Coast of South America, direct port, 1*l.* 10s.; United Kingdom, 2*l.* 7s. 6*d.* Wheat freights were correspondingly depressed, and ranged from 18s. 9*d.* for first class soft wood ships to one or two charters at 1*l.* 15s., the average being 1*l.* 7s. 6*d.* for orders. Coasting coal and lumber freights have ruled equally low. Coal charters from Sound to California ports having been made at 5s. This is fully 2s. lower than ever before taken.

A new tariff was established with the commencement of the year, making an average reduction of 20 per cent. on rates previously charged; the service was efficiently performed, but by tug owners claimed at a loss. This is more due to the dulness of trade than insufficiency of rates.

A petition was presented to the State Legislature to pass an Act making pilotage compulsory on foreign ships. The opposition shown by local shipowners and shippers precluded any possibility of its being passed, so it has been abandoned.

A branch office has been established at this port, and will undoubtedly prove a great aid to shipmasters.

(1881).

E

- Quarantine.** The outbreak of small-pox in British Columbia and arrival of several vessels from infected ports, resulted in a strict examination of all arrivals. Fortunately only a few vessels arrived with disease aboard. Crews were removed and vessels fumigated, causing only slight detention. The United States Government has arranged to provide a hulk to take care of infectious cases, and in the near future an extensive station is to be built close to harbour and convenient for shipping.
- Dry docks.** A large floating dock has been completed and in operation for past 10 months. A grading dock is being built here, and a large naval dock is being built on the Sound.
- Shipbuilding.** Beyond a few small schooners for fishing purposes has been nil. An extensive iron shipbuilding plant has been erected at Everett, principally for the construction of vessels of the Whaleback type, of which a large steamer for cargo and passenger trade is now in frame.
- Minerals.** A large smelter of capacity of 1,000 tons per day is being erected at Everett, which, it is anticipated, will lead to importations of ores from Mexico and South America, and also to the development of mineral resources of Alaska and interior portions of Eastern Washington and British Columbia.
- Manufactures.** An extensive plant for the manufacture of paper from pulp has been in successful operation at Everett for past 6 months.
- Local and general.** The general depression of trade has been severely felt in this district. The effect of the real estate boom of a few years ago is still apparent, and no improvement is looked for in the near future. The establishment of extensive manufacturing plants and contemplated erection of large grain elevators and flour mills at the new town of Everett has enabled that town, of practically a year's growth, to support a thriving population of 7,500 people. Everett is the entire production of a wealthy New York syndicate who have extensive interests in the mineral and timber lands of the western portion of this State. It is reported as the western terminus of the Great Northern Railroad, one of the youngest and most energetic of the transcontinental railroads, who have a railroad route said to have the easiest grades of any road in the north-west. Their eastern terminus is at Duluth, at head of the lakes, from whence they have a steamer line to Buffalo with eastern railroad connections to Atlantic Coast. It is said they are arranging to put on steamers to China and Japan in opposition to the lately established line of the Northern Pacific Railroad Company, also a coasting line between the Sound and San Francisco and other Californian ports.
- Cases of small-pox around the Sound were, during the summer months, numerous, but a prompt quarantining of suspected persons and compulsory vaccination prevented the disease becoming epidemic.
- Convention for recovery of deserters.** The treaty respecting merchant seamen deserters has resulted beneficially to shipmasters, and the local authorities have shown every desire to render assistance where required.
- I append the several annexes marked A, B, and C, to show the commerce and trade in this collection district.

**Annex A.—RETURN of all Shipping at the Port of Port
Townsend during the Year 1892.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	37	39,262	35	13,633	72	52,895
American	64	44,225	1,004	664,195	1,068	708,420
Norwegian and	29	32,482	1	1,646	30	34,128
Swedish	9	8,582	...	...	9	8,582
Chilian	8	10,436	...	...	8	10,436
German	1	673	...	...	1	673
Nicaraguan	1	960	...	...	1	960
Hawaiian Islands						
Total	149	136,620	1,040	679,474	1,189	816,094
„ for the year preceding	308	322,359	1,501	1,062,384	1,809	1,374,743

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	31	32,597	35	8,180	66	40,777
American	108	87,134	1,053	674,645	1,161	761,779
Norwegian and	29	32,482	1	1,646	30	34,128
Swedish	10	9,839	...	...	10	9,839
Chilian	8	9,184	...	...	8	9,184
German	1	673	...	...	1	673
Nicaraguan	1	960	...	...	1	960
Hawaiian Islands						
Total	183	172,869	1,089	684,471	1,272	857,340
„ for the year preceding	317	334,835	1,569	1,064,654	1,886	1,399,489

**Annex B.—RETURN of Principal Articles of Export from Port
Townsend during the Years 1892–91.**

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Wheat	Tons	...	£	146,893	1,040,991
Flour	Barrels	7,253	5,719	134,805	110,448
Timber	Feet	119,210,000	194,970	...	229,426
Iron, and manufactures of	...	...	22,400	...	31,770
Oils	...	...	10,577	...	10,975
Furs and hides	...	...	9,600	...	1,371
Provisions (meats)	...	...	15,436	...	21,399
Cattle	...	...	15,527	...	28,563
Liquors and wines	...	...	3,080	...	3,866
Wool, and manufactures of	...	...	10,603	...	1,397
Cotton	...	...	5,772	...	3,143
Fish	...	...	1,935	...	3,619
Tinned fruit and vegetables	...	...	6,891	...	1,098
Other articles	...	...	101,018	...	48,241
Total	...	...	403,628	...	1,536,290

NOTE.—The goods and merchandise listed above, with the exception of timber, are principally of Eastern manufacture, shipped through on Northern Pacific Railroad steamers to British Columbia.

RETURN of Principal Articles of Import to Port Townsend during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Cement	Barrels ...	2,000	477	58,156	19,910
Coal	Tons ...	13,322	10,489	18,756	14,457
Iron, and manufactures of	...	...	266	...	7,470
Steel wire rods	Tons ...	2,969	18,290	...	...
Tin-plates	...	5	195	...	...
Lead	...	66	1,090	...	...
Silk	...	...	435	...	...
Sugar	...	...	2,289	...	...
Rice	Tons ...	...	920	1,246	9,595
Other articles	...	...	14,863	...	66,369
Total	...	...	49,294	...	117,801

Annex C.—TABLE showing the Total Value of all Articles Exported from Port Townsend and Imported to Port Townsend from and to Foreign Countries during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain	12,143	487,096	4,845	31,741
British Columbia and				
Canada	185,686	168,928	8,762	57,184
Australia	65,847	104,376	..	..
France	..	501,386	52	..
Belgium	..	148,608	18,892	..
Hawaiian Islands ..	21,811	44,954	140	682
Chile	61,169	22,361	..	783
China	6,461	18,256	103	12,432
Peru	13,174	16,994	..	..
Mexico	21,689	16,758	..	..
Brazil	1,900	1,481	..	..
Japan	526	..	6,455	11,946
Africa	2,190	..	..	..
Germany	1,255	..	1,030	2,733
India	1,724	..	8,862	..
Norway	1,200	..	..	..
Netherlands	4,421	..	..	..
Other countries ..	2,332	..	153	300
Total	408,528	1,536,290	49,294	117,801

LOS ANGELES AND WILMINGTON.

Introductory remarks.

In my report for 1891 I stated that there was some improvement in business, and that there was a renewed demand for farm lands. This improved state of affairs continues, and it is now

evident that business is in its normal condition, and that there is some prospect of exceptional business activity in the near future. The wholesale trade has increased, investment in real property in both city and country are steadily increasing, and new manufacturing industries, involving the investment of very large sums of money, are being established. The following comparative statements indicate to some extent the improvement in business, and the renewed activity in agricultural matters.

The value of real property, sold and conveyed in the city and county of Los Angeles during the years 1891-92, as shown by recorded deeds, was in round numbers:—

Year.						Value.
						£
In 1891	..	..	..	..	..	3,400,000
„ 1892	..	..	..	..	..	4,000,000

The total acreage in vines and fruit trees in San Bernardino County was:—

Year.						Number of Acres.
In 1889	..	..	..	..	..	21,008
„ 1892	..	..	..	..	..	41,694

The overdue taxes in Los Angeles County collected by sales of property amounted:—

Year.						Amount.
						£
In 1890	..	..	..	..	..	5,650
„ 1892	..	..	..	..	..	3,060

This decrease is due partly to better times and partly to the fact that since 1890 taxes are collected in semi-annual instalments.

The value of the new buildings constructed in this city was as follows:—

Year.						Value.
						£
In 1891	..	..	..	..	..	280,000
„ 1892	..	..	..	..	..	380,000

In so far as British interests are concerned, the most important (1581)

matters in this report will be found under the following headings: Oranges, Raisins, Wharf at Santa Monica, Advice to British Capitalists, Gold Mines, Advice to Emigrants, Atlantic and Pacific Land Grant.

I wrote to Mr. Menzies, editor of "The Commercial Bulletin" of this city, asking him in what branches of trade British merchants and manufacturers can make money here at present.

He very kindly wrote me fully in reply, and I substitute his letter for my own remarks on imports and exports as follows:—

"I have made special enquiries concerning the probabilities of increased trade with the United Kingdom.

Imports.

"Imports from there will unquestionably receive an impetus from our improved harbour accommodation; the carriage of domestic manufactures from our Eastern States being exceedingly expensive. A reduction of the import tariff, if carried out as expected, would, of course, still further assist foreign goods. At present, with the exception of certain well-known staples, imports of British articles may be said to be declining, and especially in the interior, they are being replaced more and more by articles of American manufacture. English broadcloths and tailoring goods are still largely used, though probably not in many instances imported directly. Ladies' dress goods and staple cloths to a more limited extent, by reason of French and German as well as domestic competition. English cutlery and hardware are scarcely known here. Manufacturers desiring to avail themselves of new trading facilities here would require to send agents to look over the coast. The Pacific Crockery and Tinware Company, however, an important and very reliable wholesale concern here, would be glad to correspond with English manufacturers of queens-ware, &c.

Portland
cement.
Glass.

"Whittier, Fuller and Company of this city, are large importers of window-glass and Portland cement, of which they recently received a large supply from Antwerp. They state that they cannot obtain equal value in glass, in respect to quality and price, in British markets, and that their purchases of cement are made in Antwerp in order to secure direct freight from there for both glass and cement. The average price of cement here for the past year has been 3*l.* 2*s.* per ton, a reduction of about 8*s.* per ton on the price in 1891.

Chemicals.

"F. W. Braun and Company, wholesale druggists, who had a consignment of sulphur and soda from Antwerp, recently inform me that they can purchase their heavy chemicals to greater advantage in Liverpool when they can secure direct shipment from there to San Pedro or Redondo.

"The Union Hardware and Metal Company of this city are large contractors for the supply of cast-iron and wrought-iron water pipes, and also purchase anvils, coil chains, and small trails 8 lbs. to 25 lbs. to the yard. They are now giving estimates on a contract for 500 tons of cast-iron pipe, and some of their contracts are for as much as 1,000 tons; heretofore they have obtained their supplies from the Eastern States, and now state that they would like to be supplied with English quotations. Other good

firms in the same line are The Crane Company and Harper and Reynolds.

"The productions of this district are rapidly increasing in volume and variety, while at the same time transport facilities are improving. Enlarged shipments to the United Kingdom may, therefore, be confidently reckoned upon. Exports.

"Fruits are the leading products of Southern California, and heretofore have been almost altogether consumed in the United States, being shipped as a rule overland. There is apparently a surplus for export, which in the near future must be largely increased; but the question whether these fruits or any of them can be profitably disposed of in the English markets, cannot, on account of the great distance and the cost of transportation, be said to be definitely settled. Canned fruits are shipped to England from San Francisco in large quantities, but this portion of the State scarcely enjoys, so far, equal facilities for that trade, and we have only one considerable canning establishment, viz., The Southern California Packing Company of this city, the manager of which, Mr. Welsh, believes that for the present at least he can sell his product to best advantage in the home markets of the United States.

"Oranges are our leading fruit. This season's crop, now Oranges. (March, 1893) in process of being marketed, is estimated to amount to 6,000 car-loads, each of 300 70 lb. boxes (about 60,000 tons); and the domestic sale is so far rather slow, on account of the competition of Florida, Mexican, and Sicilian fruit, and of excessive cold weather lessening the consumption in the Eastern States. Within a few years it is believed the crop will amount to 20,000 car-loads, about 200,000 tons, and there is no present visible domestic market for such a quantity. I recently conversed here with Mr. Lawrence Connolly, a gentleman of 40 years' experience in this business, and head of the firm of L. Connolly and Company of Liverpool, the largest handlers of oranges in England, concerning the possibility of marketing there a portion of this crop. He said that the California navel orange was, in his opinion, well adapted for sustaining a long travel and delay in reaching market, far superior in this respect to Florida oranges, which are tender in comparison. He only knew one orange equal to the navel that reached the English market, that is the Jaffa orange, the crop of which is exhausted by February 1, and, therefore, not in competition with the navel, and so far as he was aware there was no additional source of supply of such fruit nearer than California. Heretofore the crop has been a limited one and readily absorbed by domestic markets; the ideas of growers as to the value of this fruit are rather exalted. Some navels are now procurable as low as 6s. per box, but the best are held at from 8s. to 10s. per box at primary points, and Mr. Connolly could not be sure that a higher price than 14s. per box could be realised in Liverpool, at least until the fruit had been introduced and become appreciated; while the cost of transport, which must be usually in refrigerated chambers and by fast freight train to New York (1581)

would, of course, be very heavy. A trial car, shipped by The Earl Fruit Company of this city to Mr. Connolly's firm in Liverpool, sold on March 17, 1893, for 14s. per box. The expense of shipment is estimated at 10s. per box, leaving only 4s. per box for the grower. Besides this house, which is very extensive and enterprising, there are various other good firms with which English dealers might correspond, such as the German Fruit Company, the California Fruit Company, and Griffin and Skelly of Riverside, and Cook and Langley are very extensively engaged in the domestic trade, but have little faith in the success of dealings with England. They think that country too far away and to possess more convenient sources of supply than California. Besides the navels it is hoped that some sale may also be found in England for our seedlings and Valencia lates, between June and September.

Lemons.

"This trade is in process of development here, but as yet even San Francisco imports largely from Sicily.

Deciduous fruits.

"Apricots and peaches are produced to a considerable extent, and Southern California appears specially favourable to the apricot. Both are shipped fresh and dried as well as canned, and Mr. Connolly believed the fresh fruit might sell successfully in England, while he was of opinion that our pears and plums could not displace the French and English.

"Prunes are a speciality of Northern California, and in a few years that part of the State will yield an enormous surplus of them.

Raisins.

"Fresno, in Central California, is the chief seat of this production, though a considerable proportion is also raised in Southern California. The Fresno fruit is a few weeks earlier than ours. Cook and Langley and Griffin and Skelly are the chief packers and shippers. The industry is in rather a bad way, production being even now excessive, and with the prospect of an enormous increase in the immediate future from vines coming into bearing. Unfortunately, this great production has been undertaken on the encouragement of real estate owners, without any definite markets in view beyond the domestic, and it is therefore hard to say what is to become of it all. The raisins are of medium quality, not equal to Malaga fruit, though of the same description, layers and loose muscatels. Much of last season's crop has only netted the growers from $\frac{1}{2}d.$ to 1d. per lb., which, of course, is a dead loss. A portion of the prospective crop may be sold green to the Eastern States, and distillation and syrup manufacture are also suggested as affording some outlet; some may find its way to England and her dependencies, but, beyond doubt, a considerable proportion will never be gathered, and the vines to a large extent will be rooted up by-and-bye to make way for other crops. This refers to proximate production, for all of last year's, reaching 42,000,000 lbs., will find a sale, though at low rates. Sultana seedless are not in excessive supply, and fetch good prices.

Walnuts.

"Southern California is already a large producer of walnuts; about 100 car-loads have been shipped east during the past season. The crop is usually handled by the German Fruit Company of this

city, and sells easily, on the average, at about $3\frac{1}{2}d.$ to $4d.$ per lb. Within 5 years from now the crop may be so much increased from new plantations as to afford a surplus for export, but at present even the American cities of the Atlantic coast are chiefly supplied from European sources, and the amount of land perfectly suited for this production in Southern California appears to be limited.

"The wines produced in this district are chiefly sweet wines adapted to purely American taste. None of them are suited for the English market, and the same, I understand, has proven to be the case with the brandies. Corn spirit is not distilled here, though it has been contemplated as a profitable enterprise for the supply of the coast only. Wines and spirits.

"Dried beans are another leading product of this district. They are grown chiefly in Ventura County, 60 or 70 miles northwest from this city. The crop may average 20,000 tons or more, consisting, say, of one-half of the lima or large flat bean, and the remainder of small white and pink varieties, the price ranging between the extremes of $1d.$ and $2d.$ per lb. in sacks. Mr. B. A. Holmes, of Los Angeles, is a reliable broker who makes a speciality of this business. Beans.

"No surplus for shipment was produced in this section the past season, owing to the small rainfall. The year before four cargoes of wheat were exported. Large quantities of barley were shipped coastwise, and some even, if I am not mistaken, to the eastern brewing centres. The prospects for a big harvest this season are very good, owing to an exceptional rainfall this winter. Brewing barley can only be grown in the interior, where, owing to the smaller and more precarious rainfall, the yield is uncertain. Southern California will never be an important grain-exporting region; still, with improved facilities for shipment, in favourable years 10 or a dozen cargoes may be available. Balfour, Guthrie and Co., Newmark and Edwards, and J. J. Mellus are engaged in this trade. Flour is only made for local use, and large quantities are brought here from the northern portion of the State. Grains.

"Crude petroleum oil is being pumped up in increasing quantities, chiefly in Ventura County, but is all used here as fuel, for which purpose San Francisco would also be glad to get it if there were an available supply. The yield, however, is rather stinted, and the working of the wells is only remunerative on account of the great distance from other sources of supply and the scarcity and dearth of all fuel here. Oil.

"Our petroleum has a base of asphaltum, and this mineral is procurable in this district in unlimited quantities, and must shortly become an important article of trade. A very extensive plant has just been erected in Kern County by the Standard Asphalt Company, of Bakersfield, for refining the natural product. Approximately pure, it is worth, say, $4l.$ $10s.$ to $6l.$ per ton of 2,000 lbs. It is already extensively used as a hydraulic application for coating water pipes in and out, for coating timber and reservoirs, and for electric insulation. There are probably 2,000 miles of water pipes, irrigating and domestic, now in California, Asphaltum.

some of which have been in use for 20 years with perfect satisfaction, in consequence of having been thus treated.

"Nine factories in Southern California are engaged in coating pipes with this material, which has also been used, I am informed, to some extent in Australia. It is also invaluable for paving streets, side-walks, &c. The Union Oil Company of Santa Paula, Ventura County, are also engaged in this line, while the Oil Burning and Supply Company of Los Angeles are general agents for the petroleum and asphaltum products of Southern California."

I have little to add to the foregoing article by Mr. Menzies.

Oranges and
vegetables.

The Earl Fruit Company writes me in regard to shipments of oranges and vegetables as follows:—

"The shipment of oranges last season from Southern California amounted to about 4,000 car-loads; this season the crop is estimated at 7,000 car-loads. Last year the output of vegetables was about 1,000 car-loads; this year it will be fully 2,500 car-loads.

"The business on both oranges and vegetables is increasing very fast, and we think in a few years that Southern California will be one of the greatest vegetable-producing sections of the world, as the quality of the stock raised here is very fine, and sells in preference to any produced at other points in the United States."

Wine.

The chief executive officer of the Viticultural Commissioners writes me as to bogus wines as follows:—

"At the present time there is very little bogus wine made. The low price of pure wine has driven the bogus wine out of the market. The dealers and merchants can produce pure wines cheaper than they can make bogus wines. A bogus wine must contain 10 per cent. of alcohol, and the cost of that much alcohol is from 11*d.* to 1*s.* 0½*d.* Pure wine of vintage of 1892 is now being bought by dealers at from 7*d.* to 8½*d.* per gallon; so you see there is no money in making bogus wine."

Railway rates
of freight.

Since January 1, 1893, the transcontinental railways have reduced the rates to the Eastern States on wine, brandy, beans, borax, and canned goods to 2*s.* per cwt.; a reduction on previous rates of from 25 per cent. to 50 per cent. Mr. Crawley, of the Southern Pacific Company, writes me as to this as follows:— "There has been no 'rate war,' but, to meet the competition of the water routes via Cape Horn and Panama, rates have been reduced only on such articles as could stand this long journey. I do not think it likely that these rates will continue very long."

Mr. Hynes, of the Southern California Railway, writes me to the same effect, and adds:—"I am pleased to say that since we inaugurated quick time between California and the East, that the shipment of vegetables and green fruits has been quite considerably increased. I think there is a very great future for the vegetable business in Southern California. The ability to produce vegetables for the market in almost any season of the year gives us many advantages over any other locality in securing good prices."

Shipping and Navigation.

Foreign-going vessels have now the choice of three ports for Los Angeles, San Pedro 21 miles south of the city; Redondo, 22 miles south-west; and Santa Monica, 14 miles west. At the latter port the Southern Pacific Company is constructing a wharf 6,800 feet long and 130 feet wide, at a cost of about 200,000*l*. The construction of this wharf was commenced about a year ago, and about 4,000 feet have been finished. I stated in my last report that a Board of Officers of the Corps of Engineers had reported to Congress that San Pedro afforded more advantages for a deep-water harbour than Santa Monica. During the past year a re-survey by a new Board of engineers was ordered by Congress, and this new Board confirmed the opinion arrived at by the former Board. I make the following extract from their report:—"The present harbour facilities consist of the port of Wilmington, the improved channel of which has a minimum depth of 14 feet at mean low water, and the port of Redondo, at whose wharf it is stated vessels of the largest draught can lie with safety, except for a very few days during the year. These landing facilities are briefly mentioned to show that the present demands of commerce, either for safety or convenience, do not appear to be such as would justify the construction of a deep-water harbour at great expense to the general Government.

Wharf at
Santa Monica.

"Heretofore the Asiatic trade has naturally gone to San Francisco, but it has been pointed out that the construction of the Canadian and Northern Pacific Railroads has introduced two competitors for the overland transportation of the Asiatic commerce. Two through lines, the Southern Pacific and Santa Fé systems, cross the continent from Los Angeles at much lower elevations than the northern lines, and also connect the Pacific with the Gulf of Mexico, and their operation is never obstructed by snow or ice. If a safe, accessible, and convenient harbour for deep draught vessels existed on the southern coast these would appear to be the most favourable lines for the transportation of Asiatic and Australian commerce.

"Should the Nicaragua Canal be completed the importance of the proposed harbour will become still greater."

After reviewing this question at length the Board says:—"Considering, therefore, the probable needs of commerce in the near future, the Board is of the opinion that the proposed deep-water harbour is of high national importance, and worthy of construction by the general Government."

The Board recommends the construction of a breakwater at San Pedro, extending southward and eastward from Point Firmin, a distance of 8,200 feet, and estimates the cost at 577,065*l*. The previous Board estimated the cost at between 800,000*l*. and 900,000*l*.

I think it probable that this breakwater will be constructed at San Pedro within the next 5 years, and that in the meantime the foreign-going ships will use the Southern Pacific Company's wharf at Santa Monica, and the wharf at Redondo.

Wilmington
customs
district
abolished.

Since my last report an Act of Congress has been passed abolishing the Wilmington custom district and creating the Los Angeles customs district in its place. The collector of customs now resides and has his head office in Los Angeles, where all custom and tonnage duties are now paid, and goods can now be consigned direct to Los Angeles. The Act abolishing the port of Wilmington further provides that the Secretary of the Treasury may designate from time to time places within the Los Angeles district at which customs officers may be stationed, and, pursuant to the Act, the Secretary has designated San Pedro as a place where vessels may enter and clear, and a branch custom-house has been established there. By special license vessels can also enter at Redondo, Santa Barbara, and Santa Monica.

Casualty*

The British ship "Golden Horn," bound for San Pedro with a cargo of coals from New South Wales, went ashore on one of the Santa Barbara Islands in a dense fog, and became a total loss.

Agriculture.

Beet sugar.

In previous reports I have commented at some length on the increased culture of the beet in this district for the manufacture of sugar. There is a very large factory at Chino, in San Bernardino county, and another factory is being constructed at Anaheim by the Anaheim Co-operative Beet Sugar Company. Mr. Gird, the proprietor of the Chino ranch, writes me as to the Chino factory as follows:—"The total production of sugar at the Chino Valley Beet Sugar factory for the season of 1892 was 7,973,000 lbs. I have 5,000 acres cultivated in beets, and the estimated production of sugar here in 1893 is 15,000,000 lbs. The average price paid to farmers for beets is 1 $\frac{1}{2}$ per ton. Last season the beets averaged 15 per cent. sugar. The average product per acre was 15 tons, and the maximum 35 tons. The factory manufactured 66 tons of sugar per diem, and its capacity will be increased this year to 120 tons per diem."

Oranges.

Mr. Ernest Watson, an Englishman who has a large orange grove at Duarte, in this county, writes me in reply to some queries I propounded to him to the following effect, that the best districts for orange growing is the eastern portion of Los Angeles county; that the best orange land, with an adequate supply of water, cannot be purchased for less than 100 $\frac{1}{2}$ per acre; that "the Mexican orange is likely to menace the Christmas market, but hardly at all after the end of January, as they come in during September, and our market does not open until, practically, the middle of February, and continuing until the middle of June," and that the best oranges to plant are those ripening between April and June (such as "Valencia lates" and "Mediterranean sweets"), when most of the Mexican, Florida, and Mediterranean oranges are out of the market.

Scale Lugs.

I have stated in previous reports that the orange industry was threatened with extinction here by the white scale, and that the white scale was entirely exterminated by a parasite imported from

Australia. The complete success which attended this experiment has resulted in extraordinary efforts being made to find parasites and predacious insects, to prey on the red and black scale. Five new beneficial insects have been introduced and successfully established here, and, although no immediate effect has been observed, it is hoped and believed that they will become abundant, and will exterminate the various scale bugs now injuring the orange groves. In the meantime, the Horticultural Commissioners urge the growers to keep the pests in check by spraying or fumigating their fruit trees.

I make the following extracts from a recent report of the Horticultural Commissioners for the county of San Bernardino:—

"The gum disease is spreading slowly but surely among our orange and lemon trees. It is apparently on the increase, and unless some means are discovered to check it, it may prove an unwelcome solution to the problem of over-production. . . . Gum disease.

"The red and cottony cushion scales we have exterminated, except in one locality, and there we only find a very few on a tree, so that we feel sanguine we shall overcome it before long. In every instance the gas is applied as soon as it is discovered, and a second application is rarely necessary." Red scale.

The gas treatment (described in previous reports) has been found to be the only effective way to kill the red scale and other pests attacking the orange tree.

In my last report I stated, on the authority of the chief executive officer of the Viticultural Commission, that the vine disease (referred to here as the "California vine disease") had destroyed at least 20,000 acres of vines in this district. Professor Pierce, a Government officer stationed at Santa Ana to investigate the matter, writes me as follows:—"The amount of disease and the virulence of the affection has steadily decreased in the Santa Ana Valley since 1887. The result is that at the present time there is, comparatively speaking, little of the California disease in the Santa Ana Valley, and that it is working very slowly in those vineyards showing it. These facts point to a time of comparative immunity at no distant date." In some places vineyards which had been killed by the disease were replanted, and the new vines are now attacked. Vine disease.

The phylloxera, which is devastating the vineyards in the central portion of the State, has now appeared in Southern California.* The Wine-Growers' Union of Napa County, in a published letter to the Viticultural Commissioners about the phylloxera, makes the following statements:—

"You say the Commission has increased the investments in viticulture from 6,000,000*l.* to 10,000,000*l.* We candidly ask where is the benefit to those who invested this extra 4,000,000*l.*? Where is it to-day? Not worth more than 2*s.* 6*d.* in the 1*l.*

"We deny that any new wealth has been created in this industry; it has only been drawn out of other industries and sunk

* The vines on a ranch about 30 miles south-east of this city were recently discovered to be infested with phylloxera; they have been burnt, and it is hoped that the disease has been stamped out, at any rate for the present.

in this to the detriment of the toilers in the vineyards, and for the benefit of a few speculators and the transportation companies."

The following statistics taken from the census of 1890 will interest persons who think of coming to this district to engage in fruit culture.

Number of
fruit trees.

The total number of fruit trees in 1890 in the counties forming this district was as follows :—

County.	Number of Fruit Trees.
San Bernardino.. ..	1,476,686
Los Angeles	1,360,130
Orange	598,416
Ventura	313,830
Santa Barbara	186,106
Kern	26,786
Total	3,961,954

These figures have been increased from 25 to 40 per cent. since 1890.

The acreage in bearing orange trees was as follows :—

County.	Number of Acres.
Los Angeles	5,342
San Bernardino	5,337
Orange	1,564
Santa Barbara	92
Ventura	47
Kern	6
Total	12,388

These figures have been increased fully 30 per cent. since 1890. As the total acreage in bearing orange trees in the whole State was 13,096, it will be seen that the counties of Los Angeles, San Bernardino, and Orange monopolise the business.

Value of
land in this
district.

The number of acres of land recommended as suitable for planting with the various semi-tropic fruits and nuts and the value of the same is given as follows :—

County.	Number of Acres.		Per Acre.
Los Angeles	850,417	Valued at ..	£ s.
San Bernardino	405,724	" ..	19 0
Ventura	378,486	" ..	33 15
Kern	380,000	" ..	19 0
Santa Barbara	146,000	" ..	2 0
		" ..	8 0

The production of olive oil is increasing in this district, and the demand more than keeps pace with the supply. Olive oil.

Colonel Howland, of Pomona, writes me that he has 150 acres in olive trees; that a bearing tree 8 years old will average 20 gallons of fruit; that he plants 108 trees to the acre; that the oil sells readily; that he has an offer of 1*l*. 10*s*. per gallon for all the oil he can produce in the next five years, and that the business is very profitable. I learn from other sources that the business is profitable at present, and that there is but little danger of over-production. It is stated in the press that Mr. Elwood Cooper of Santa Barbara has sold his olive groves (about 1,700 acres in all) to an English company for 40,000*l*. Mr. Cooper's brand is the best known in California, and if the price paid for his property be reasonable and the company well managed, it should prove a profitable investment. It has been almost impossible to procure pure olive oil in this country, and if the increased culture of the olive results in a supply of pure oil and drives out of the market the mixture of cotton seed and lard, it will enrich the producers and save the consumers from dyspepsia. The tree grows well here, and flourishes in soils where few other fruit trees would grow.

Quite a large number of horses and cattle have died of glanders and anthrax in this district recently. Dr. Baldy, county stock inspector, reports that between December 3, 1892, and January 30, 1893, he destroyed 28 horses and mules affected with glanders. In two cases the disease was communicated to human beings, who died of it. The papers have reported several cases of herds of cattle dying of anthrax. Glanders.
Anthrax.

Population and Industries.

The population of Los Angeles County, as shown by the official census of 1890, was 101,454. A recent registration of voters shows an increase since that date of about 22,000. Of this number between 65,000 and 70,000 reside in the city of Los Angeles.

The population of this district, according to the census of 1890, was as follows:— Population of
this district.

County.						Number.
Los Angeles	..	..	..	..	..	101,454
San Bernardino	..	..	..	..	..	25,497
Santa Barbara	..	..	..	..	..	15,754
Orange	..	..	..	..	..	13,589
Ventura	..	..	..	..	..	10,071
Kern	..	..	..	..	..	9,808
Total						176,173

There has been a considerable increase in all these counties. With the exception of Los Angeles county, however, I have not got the approximate increase.

Streets.

Sewers.

Arrests.

Divorce.

In this city there are 98 miles of graded and gravelled streets, 10 miles of paved streets, and 51 miles of sewers.

The police made 2,300 arrests in this city during the year 1892, and of this number 1,900 were convicted of the offences charged.

The county clerks of Los Angeles and San Bernardino counties give me the following statistics as to the number of divorces applied for, and the number of decrees of divorce granted in their respective counties in 1892, as follows:—

County.				Number of Divorces Applied for.	Number of Divorces Granted.
Los Angeles	..	..	..	239	180
San Bernardino	..	..	..	42	26

I have not got statistics on this subject from the other counties.

The United States census of 1890 gives the following statistics as to manufactures in the city of Los Angeles:—

There were 747 manufacturing establishments engaged in 83 different industries, employing 4,950 hands, paying 694,924*l.* per annum in wages, and having an aggregate capital of 1,361,417*l.* Since the census there has been an increase in manufacturing of about 10 per cent. on the foregoing figures.

This year the increase in manufacturing will be very considerable. The Southern California Smelting and Refining Company are now constructing works here, also the Los Angeles Glass Company, and the Cudahy Packing Company. This latter company is a branch of a large eastern concern, and will expend upwards of 600,000*l.* per annum here in purchasing and preparing hogs and cattle for market.

Soda.

It was stated in the press here recently that an English syndicate had purchased a property north of this city known as Owens Lake; that the price was 600,000*l.*, and that the lake was estimated to contain soda worth 40,000,000*l.* Mr. A. Davidson, of Independence, writes me that the sale has not been completed.

Tin.

The San Jacinto Estate, Limited, an English company engaged in tin-mining in this vicinity, has ceased operations, and property of the company has been sold by the sheriff under execution. A civil engineer, formerly in the employ of this company, informs me that the mine has been worked to a depth of 200 feet only, and that the indications point to the existence of a rich body of ore further down. He added, however, that even if it were certain that rich ore would be found by sinking the shaft deeper, it would not pay to do so, as, owing to the high price of labour and fuel, tin-mining cannot be carried on at a profit here at present. I expressed similar views in a former report.

Electricity

An important plant for the transmission of electric-power is in course of construction about 30 miles east of Los Angeles by

the San Antonio Electric Light and Power Company. The current will be conveyed over bare, hard-drawn copper wires to Pomona, a distance of 13 miles, and to San Bernardino, a distance of 23 miles, and is to be used for both light and power purposes. The length of the circuit is greater than has been heretofore attempted in this country.

Mr. Menzies, editor of "The Commercial Bulletin" of this city, in reply to an inquiry I addressed to him about Chinese labour, writes me as follows:—

"So far anti-Chinese legislation has had no appreciable influence upon the industries of the State. Chinese are still here in abundance for all purposes. There is a reserve of 50,000 of them in San Francisco, and it is believed that the supply is still being reinforced to a greater or less extent by immigration through British Columbia. Commercial opinion here is not quite unanimous on the question of their desirability as an industrial element, but those interested in the shipment of fruit and vegetables—with rare and insignificant exceptions—consider their co-operation to be indispensable. These products, with the exception of the small proportion locally consumed, have to be shipped hundreds and thousands of miles to their markets in the East and North. They have to bear heavy packing and transport charges, frequently in refrigerated cars, to undergo considerable risks of deterioration and even of total loss in transit, and to have added to their cost various profits of distribution before being sold in competition with local products, or with those from the Southern States.

Chinese labour.

"A low first cost, cheap labour, and that, too, like the Chinese, educated to and experienced in the work is therefore essential to the successful prosecution of the trade.

"This labour also must be in abundant supply at certain seasons, so as to be available, for instance, to promptly cut and pack the deciduous fruit crop when ready and to handle the raisin grape vintage just at the right period.

"White men do not care for employment on these irregular conditions, nor do they fancy cutting raisin grapes in the scorching heat of the San Joaquin Valley, or camping out through the season away from the comforts of home; they soon tire of it. Chinese are the best adapted for such work, and are perfectly contented with it. I cannot speak for the growers, orchardists, and vineyardists, as I do not come much in contact with them; but I can say without exaggeration that the dealers and shippers regard the contingency of the wholesale expulsion of the Chinese with absolute consternation.

"A leading man of business recently said to me:—'I am thoroughly familiar with this State, having travelled through the whole of it constantly for the last 10 years, and I protest emphatically that the Chinese are essential to its prosperity. I shall say further that native Americans are not adapted for ordinary labour. They work with their heads and invariably endeavour to substitute mechanical appliances. The climate of this continent along with free education stimulates the brain at

the expense of the muscle. Hence, an American farmer's son seldom farms. He becomes a school-teacher, clerk, newspaper worker, or city tradesman; and a European, frequently an Irishman, succeeds his father on the farm. As, therefore, European immigration is a necessity on the Atlantic coast, so Chinese immigration is also on the Pacific. Such at least are the present conditions."

Public Works.

Nicaragua
Ship Canal.

Great interest is being taken here in the Nicaragua Ship Canal, and subscriptions to the stock of the company have been obtained here. It is beyond question that the importance to this district of the completion of this enterprise cannot be over-estimated, as apart from other considerations it is believed that it will solve the question of over-production of fruits by opening the European markets to the Southern California fruit grower.

Railway
construction.

The president of the Atchison, Topeka, and Santa Fé Railway, which operates 9,338 miles of road, writes me that their lines in this district were consolidated in June last under the name of the Southern California Railway Company, and that the mileage operated by the consolidated company is 491 miles. During 1892 this company has constructed two short branch lines in this district—one connecting Los Angeles with Santa Monica.

Coast line
to San
Francisco.

The Southern Pacific Company writes me that they are pushing to completion the coast line connecting Los Angeles with San Francisco, and that 1,000 additional men will shortly be employed on the work.

Railway to
Salt Lake
City.

I have from time to time referred in my reports to the projected railway to connect Los Angeles with Salt Lake City, pointing out that it would shorten the distance to the Eastern States about 500 miles; that it would give Los Angeles a third competing transcontinental railway, and would rapidly develop the resources of this district. The general manager of the Carson and Colorado Railway writes me, under date March 3, 1893, the following frank letter on this subject:—"There is no earthly possibility of a road being built between Salt Lake and Los Angeles until the Union Pacific sees fit to take hold. There is 'nothing in it' for anybody else, and every railroad man in the country knows it."

The general manager of the Union Pacific Railway writes me on the same subject as follows:—"I am unable to give you any specific information. So far as I am informed there will be nothing done this year."

The Pasadena and Mount Wilson Railway is constructing to a peak of the Sierra Madre Mountains, overlooking Los Angeles, and about 6,000 feet above the sea. The general agent of this railway writes me as follows:—

"This mountain railway is destined to connect Los Angeles and Pasadena with the summit of the Sierra Madre Mountains.

"The first section, now nearly completed, begins at the junction of the Los Angeles Terminal Railroad at Altadena with our Mountain Railway, and runs thence up the foot-hills and through Rubio Cañon to Rubio Falls, at the foot of the great Cable Incline. Here a large pavilion is being built for the accommodation of picnics and pleasure parties. The incline is a double track endless cable road, 3,000 feet long, with balanced cars, and by a single lift the passenger is conveyed to the summit of Echo Mountain, 3,500 feet above sea level. Here a large hotel, the Echo Mountain House, 450 feet long and 4 stories high, is being built. Its verandahs command a magnificent view of mountains, valley, cities, orange groves, and the Pacific Ocean. The heavy grading is done, the bridges and trestles substantially built, and the track laid to the summit of Echo Mountain, and cars will be running by electric-power in a few weeks.

"The second section of the road ascends by easy grades from the Echo Mountain house along the border of Grand Cañon, and amid other wild and picturesque scenes to the summit of Mount Lowe, 6,000 feet above the valley, where the great summit hotel will be built overlooking the entire surrounding country, with a horizon more than 100 miles distant. About 20 miles of bridle roads have been built from Echo Mountain enabling the tourist easily to reach neighbouring summits and other interesting points during the construction of the second section of the mountain railway.

"About 1 mile north of Mount Lowe is Observatory Peak, 6,723 feet above the level of the sea, and according to the United States Geodetic Survey, the highest point in the Sierra Madre range. This peak has been reserved for the site of a great observatory, the climatic and atmospheric conditions being pronounced the best in America."

This company is issuing first mortgage bonds to the amount of 100,000*l.* payable in gold, with interest at 8 per cent. per annum.

General Remarks.

The most satisfactory investments in this district for persons satisfied with about 6 per cent. are gold bonds issued by the various cities and counties. There has never been any default made in payment of either principal or interest, and the credit of this city, and the various municipalities in this district, is so good that the rate of interest on new issues of bonds has been materially reduced in the past 10 years. The bonds of this city are eagerly sought for by eastern capitalists, and the last issue realised a small premium. As only 40 days' to 60 days' notice of sale of bonds is given, persons in England desiring to invest would have to arrange with a bank, or some agent here, to keep them advised of intended sales. The Farmers' and Merchants' Bank of this city, which is the largest financial institution in Southern California, has agents in London with whom

Advice to
British
capitalists.

arrangements could no doubt be made. In reply to enquiries I have received the following information: the total value of assessed property in this city is a little over 9,000,000*l.*, and the total amount of bonded indebtedness which the city can assume, as regulated by an Act of the Legislature, is 15 per cent. of the total assessed value, or 1,358,692*l.*

The City Clerk writes me as follows:—

“In reply to yours of the 9th instant, in reference to bonds of the city, I have to say that the bonded indebtedness of the city at the present time is in round figures 260,000*l.* That the present rate of interest on said bonds is from 5 per cent. per annum, the lowest, to, I believe, 7 per cent., although the latter rate is only upon a small issue.

“The last bonds sold were for the construction of an outfall sewer, and 79,000*l.* in amount at 5 per cent. interest sold for a premium of 1,981*l.*

“During the present year the city will probably issue 105,200*l.* worth of bonds for the construction of a system of waterworks which will be 20 year bonds (that is one-twentieth payable each year), and bear interest at the rate of 5 per cent., payable semi-annually at the Chemical National Bank in New York city.

“On all bonds so far issued, including the last-mentioned, the principal and interest is payable in gold coin. . . . Funding bonds to the amount of 64,000*l.*, and bonds for storm water drains to the amount of 100,000*l.* may also be issued during the year. The bonds are usually advertised from 40 days to 60 days before sale.”

The Chairman of the Board of Supervisors writes me that the total assessed value of all property in this county is 16,568,000*l.*, that the total amount of bonds outstanding is 202,300*l.* and that the rate of interest runs from 4½ per cent. to 6 per cent., payable half-yearly in gold. He adds, “We have no bonds for sale or likely to have soon, unless bonds are issued for the improvement of our public highways, which I favour.”

The City Clerk of Pasadena writes me that the bonded indebtedness of that city is 29,745*l.*, and adds, “Resolutions of intention have been passed to pave portions of Raymond and Fair Oaks Avenues and Colorado Street, and 7 per cent. paving bonds may be issued to bear a portion of the expense.”

The County Treasurer of San Bernardino county writes me that the total amount of school bonds in that county is 82,540*l.*, bearing 7 per cent. to 8 per cent. interest, and that the county debt is 3,000*l.* He adds, “There is a likelihood of county bonds being issued on account of the formation of the new county of Riverside out of our territory, but it is too soon to speak positively about it. The bonds are payable in gold.”

The County Clerk of Kern County writes me as follows:—
“This county has outstanding bonds to the amount of 4,000*l.*, and an issue of 30,000*l.* is contemplated. The 4,000*l.* bear 7 per cent. payable of course in gold. The new issue will bear 6 per cent. interest.”

The County Auditor of Santa Barbara County writes me as follows:—"This county has only 600% of outstanding bonds, and they will be paid next January. No bonds will be issued for some time yet, if at all."

The County Clerk of San Luis Obispo county writes me as follows:—"The amount of indebtedness of this county is 30,400%, drawing 5 per cent. to 8 per cent.; 14,000% of old bonds, which become due next year, draw 8 per cent. They will be taken up and new 5 per cent. bonds issued, principal and interest of all bonds are payable in gold. This county has never made default in any of its obligations, and never will."

The Treasurer of Orange County writes me that his county has no indebtedness, and that it is not likely that bonds will be issued for some years.

Irrigation bonds to the amount of several millions, bearing 6 per cent. interest, are also for sale, some of these bonds are good but some are not. For further information as to these bonds I refer to my report for 1891.

8 per cent. net can be obtained here on the best first mortgage security. For further information on this subject also I refer to my report subsequent to 1884.

Messrs. Mackay and Flood, mining men of San Francisco who are well-known in London, recently purchased a gold mine in this district for a nominal sum, 8,000%. This mine is only partially developed, the shaft having been sunk but 200 feet when the purchase was made. It is stated that the ore justifies the opinion that the mine is a very valuable property. English agents seeking mining investments here invariably require that it shall be a going concern, and, as a rule, some worked out mine is palmed off on them: it would be far better if undeveloped mines, which can generally be purchased for a comparatively small sum, were sought for, and money expended in their development. Although some mistakes would no doubt be made, the money lost would be comparatively trifling, and valuable mines would sometimes be acquired. This is the plan followed by successful mining men here.

A majority of the young Englishmen who come to this district to farm are drawn here by the pictured attractions of an out-door life, where a little work at fruit-farming is supplemented by a good deal of lawn tennis, shooting, and fishing. This state of facts exists only in the imagination, the business of fruit-farming is highly speculative, hired labour is expensive, and of the small capitalists, those only are successful who do their own work, and work unremittingly. Speaking generally I may say that the American farmer has infinitely less comfort than the tenant farmer in England, and although, as a rule, he has no landlord, he has usually a mortgagee who is infinitely more exacting. The fondness of young Englishmen for an out-door life, militates against their success. Two English lads, well educated, well connected in London, and who were in good positions and likely to succeed there, came to

this district recently because they did not like office life. They are now employed here as dock labourers, and, as the employment is not steady, do not make sufficient for their bare support and rely on remittances from home. If this were an isolated instance it would be absurd to mention it, it is not however, and I draw attention to it and make the foregoing remarks to give point to the following advice. Englishmen who intend to send their sons to the colonies or to the United States should send them at 12 years or 13 years of age, so that they may finish their education in the country in which they are to live. If this be done they will acquire the tastes and habits of those around them, and they will be infinitely more successful.

Advice to
emigrants.

It was stated in a recent magazine article, and in some of the daily papers, that the trades unions, seeking to maintain the high rate of wages paid on this coast, limit the number of apprentices in the various trades, and, in consequence, but a small number of boys can learn a trade here (unless they commit some misdemeanor and are sent to a reformatory). Apart from this, the action of the union in boycotting firms they desire to injure has called forth a manifesto from the directors of the Manufacturers and Employers Association, in which it is stated that a large number of factories have had to close on account of the tyranny of the unions. I refer to these facts to point out that emigrants coming here with children should understand that they may have great difficulty in procuring opportunities to have their sons taught a trade.

The prospects of fruit growers generally are not very encouraging here at present. Mr. West, one of the Viticultural Commissioners, intimates in his last report that "thousands upon thousands of tons of raisins grapes" must rot on the vines. He concludes his report as follows:—"I am aware that the publication of reports and statistics of the general tenor of my report of 1890 is not popular with the people who own large tracts of land which they would like to sub-divide and sell, but in closing I would state that the opinions I have advanced are backed by the most practical growers of California." Similar views are expressed by Mr. Menzies elsewhere in this report.

This year's orange crop amounts to upwards of 60,000 tons, and the crop 3 or 4 years hence will, it is estimated, run from 150,000 tons to 200,000 tons. Even with the present crop orange growers, as stated elsewhere in this report, are seeking to market their oranges in Europe; and, although it may be true that orange growers can make a good profit if they sell their fruit at one-fourth of the prices heretofore obtained, it is, I think, at least doubtful whether any profit can be made by those who pay 100% to 120% per acre for the naked land; the price now asked for the best orange land. Fruit growers, generally, are seeking new markets; in August last large consignments of peaches and pears were shipped to England for sale by auction in Liverpool and London; whether this experiment will result in annual shipments I have not yet learned. I see, however, that the statement that California fruit can be marketed in London 6 weeks before the

French fruit is denied by the "Horticultural Times." An editorial on this subject in the London "Evening News and Post," of September 8, 1892, and letters on fruit ranching in California in the London "Times" (weekly edition), of September 23, 1892, should be read by intending emigrants. When the Nicaragua Canal is opened for traffic the cause will be different; and with the constant improvement going on here in labour-saving devices and inventions, it will then, I think, be possible for California fruit growers to compete in Europe with the fruit growers, who, owing to cheaper labour and proximity to market, now hold the English market.

In my last report I stated that a reform school for juvenile offenders, capable of accommodating 300 children, had been established 8 miles east of Los Angeles; that the inmates are treated with great kindness, are taught a trade, and in the evening are allowed to play games, sing, and otherwise amuse themselves. The appropriation for the maintenance of this institution is based on an estimated expenditure of 5*l.* per month for each inmate.

I wrote to Dr. Lindley, the superintendent, as to the features of the institution which distinguish it from other reformatories, and have received the following reply:—"This school has been in active operation for 20 months, and there have been admitted 464 boys and girls. The girls department is about a mile from the boys, making a separate institution, except under the same general supervision. There are four times as many boys as girls. The ages are from 10 to 18. The distinctive feature of this school, as compared with other schools of a reformatory nature elsewhere, is the fact that all the work the children do is of a nature that will benefit them when they are through attending this school; for instance, in many of the older institutions they have two-thirds of the children at work making brushes, caning chairs, or at some other work which will be of no benefit to them whatever when they are discharged from the school; but California, in the Whittier School, aims to have no child do a stroke of work that will not be really preparing that child better for his life-work; for instance, within 3 or 4 days from the time a child is admitted to the school, the superintendent asks him in regard to his choice as to a trade or avocation, and, while not invariably assenting to that choice, yet, as a rule, each boy is allowed to follow that trade which he prefers. In the boys' department there are the following from which to choose: printer, shoemaker, tailor, blacksmith, stenographer, typewriter, engineer, electrician, farmer, gardener, fruit-grower, baker, cook, house-painter, carriage-painter, sign-painter, carpenter, and managing the machinery in a steam laundry. From amongst all these there is scarcely a boy but who would find something to suit him, and I have come to the conclusion that, as a rule, laziness in boys in most cases is due to a lack of interest; if you can find what a boy would like to do and put him at it he will generally keep at it.

"In the girls' department the choice is more limited. They have dressmaking, tailoring, cooking, laundry, and typewriting to

Whittier
Reform
School.

select from. Both boys and girls go to school 3 hours in a day and work 4 hours in a day. Both boys and girls receive military training; the idea being to develop them physically, teach them prompt obedience to orders, instil a taste in dress, and give them a good carriage and gait. We find the girls just as much interested in this matter as the boys. They have their separate instructors. There may be present economy in working these boys at some one thing, such as seating chairs or making brushes, but we feel that it is true economy to make good self-supporting, self-respecting citizens of these boys in preference to making a few immediate dollars for the State."

Atlantic and
Pacific land
grant.

In my report for 1884 I referred to the forfeiture of the land grant to the Atlantic and Pacific Railway. The Southern Pacific Railway claimed a portion of the forfeited lands, and conveyed several million acres in this district to private purchasers who, in many cases, took possession and made valuable improvements. The Supreme Court of the United States recently held that the lands comprised in the lapsed grant reverted to the United States, and did not inure to the benefit of the Southern Pacific Company under the terms of the land grant to that company. Under an Act of Congress passed in 1887 citizens of the United States, and aliens who have declared their intention to become citizens, are protected in such a case as this; foreigners and foreign corporations will, however, be affected by the decision, and I am advised that several English gentlemen and one English company will probably lose their lands.

Free schools.

In the free schools here a movement has been inaugurated to inculcate patriotism in the scholars by placing flags on the school buildings. The flags have been purchased by contributions of 5*d.* each from the children, and in return each child receives a certificate showing that the holder is entitled to a certain described interest in the flag. A guard is also appointed from among the scholars to take charge of the flag—hoist it in the morning and lower it when the studies of the day are over. Many of the studies in these schools are eminently practical; for instance, examples are given in arithmetic based on the quotations of the principal stocks, as reported daily in the press. In previous reports I have referred at some length to the work of the free schools here, and in my report for 1890 on the universities, the President of the Southern California College—a university granting degrees—has written to the press as to the work of the students at his college, and I make the following extracts from his communication:—

"In Greek they finish four books of Xenophon's *Anabasis*, Greek grammar, four books of Homer, considerable new Testament Greek and also Herodotus.

"The student then begins Oriental History, *i.e.*, Egypt, Assyria, Babylonia, Phœnicia, the Jews, &c., all of which study is from original documents, accompanied by lectures. The History of Greece and of Rome, followed by a course in Mediæval and Modern History. Special attention is given to the government of the United States.

"Other topics taken up are :

"A thorough review course of English grammar.

"Punctuation and Spelling.

"A complete course in English Literature, Rhetoric, German, and French.

"Both these courses embrace a four-year course, and no one can get a certificate for any study unless he averages 80 per cent. in that study, and no one can get a diploma from academy or college without having maintained an average of 80 per cent. in each study pursued, having studied all the prescribed studies of the course and passed satisfactory examinations in the same and shown himself a gentleman in all ways during his stay at the institution."

I have from time to time pointed out in my reports that the climate of this district attracts invalids from all parts of the United States and Canada, and is one of the chief sources of the prosperity of the people. It is much cooler in summer and very much drier and warmer in winter than the south coast of France, and, taking it the year around, it is probably the best climate in the civilised world. It is not by any means perfect, however; there is a sudden change of temperature at sunset, and unless great care be taken one is apt to contract very severe colds. The completion of the railway to a peak of the Sierra Madre Mountains, overlooking Los Angeles (referred to elsewhere in this report) will enable invalids to try the more bracing climate of an elevation of 4,000 feet to 6,000 feet, at a cost of a few shillings and an hour's journey. The death-rate in Los Angeles for 1891 was 12.78, and for 1892 14.54 per 1,000. If deaths from consumption contracted elsewhere be excluded the rate would be about 9 per 1,000.

In my report for 1884 I commented at some length on the Torrens system of land transfer in use in Australia, and stated that the introduction of the system in this State was being discussed here. The legislature has now created a commission of five persons to examine the Torrens system and to prepare a system for this State. The accumulation of records of deeds, mortgages, &c., has become so great that a change will soon be absolutely necessary.

Mr. Blake, an Englishman who represents some English insurance companies at Santa Barbara, has kindly written me about that county as follows:—

"Santa Barbara County possesses the most equable climate of any county in the State, the average temperature from January, 1871, to January, 1884, being 53.25 for January, and 68.45 for July, a yearly average of 61.43. I suppose its salubrity is owing to the fact that the coast trends due east from Point Conception the entire length of the county, thus giving it a southern aspect, being protected by that lofty promontory from the cold north-west winds, and sheltered on the north and south by the coast range of mountains and the Channel Islands respectively, forming a garden spot for the cultivation of citrus and other fruits wherever

the soil is suitable. A cannery has been built recently at Santa Maria, in the northern part of the county, which has given a great impetus to fruit culture in that section, over 100,000 olive, peach, lemon, prune, and other trees having been planted, and are all doing well. The Santa Ynez Valley is one of the most favoured spots in the State. It is sheltered on every side by high hills, covered to their summits with a dense growth of oak trees, where deer abound, and an occasional bear is found, a noble river flowing through it from one end to the other, well stocked with salmon and mountain trout and quail to be found in almost countless numbers; it is a veritable hunter's elysium.

"Immigration to this part of the State has been greatly retarded by the number of vast estates in the possession of individuals, who used them for pasturage only, thus withholding hundreds of thousands of the choicest agricultural and fruit lands from settlement. Happily this state of affairs will not obtain longer, as within the past few months two estates, aggregating about 100,000 acres, have been segregated, and will soon be placed upon the market in small tracts.

"The olive oil industry is profitable. Two gentlemen in this vicinity have gone into it, and their oil finds a ready market at 17. 12s. per gallon.

"The asphaltum deposits which abound in this county are becoming a new and lucrative industry. It sells at from 16s. to 27. 4s. per ton, and the orders are increasing every month, as its merit for street pavement is better known and understood.

"Since the Southern Pacific Railroad Company have resumed work to close up the gap between Santa Barbara and Santa Margarita, its present terminus, business here has revived, and several large real estate transfers have been made."

Kern County. The Kern County Land Company, which has a capital of 2,000,000*l.*, and has for sale nearly 400,000 acres of land, writes me as follows:—

"In answer to your favour of the 22nd we take pleasure in giving such information as we possess that will be of benefit to your people.

"Kern County is probably as well and favourably known in England as any portion of California, due in a large measure to the fact that for the past five years our representative in London has induced a large number of the wealthy and well-to-do middle classes to invest in our lands as colonists or non-residents. During 1892 this company sold to English people 3,183 acres of land for the sum of 45,310*l.* Some 20 odd colonists located here during the year, adding to the population of the town in the neighbourhood of 100 to 125 people. In addition to the above, negotiations are in progress, and are liable to reach a speedy conclusion, for the investment of large sums by English people, for the establishment of a canning factory, a company for buying and handling fruits for the English market; also the raising of horses on a large scale to ship to England.

"All this indicates the favour with which your people regard

this section as a good place to invest with a view to a sure and quick return on the amount invested.

"Since January 1 this year the arrivals from England have exceeded by far the number for the corresponding time last year, and everything points to the present year as the most prosperous in the history of the county.

"This company has just completed arrangements whereby they have secured the services of Professor R. D. Cruickshank, the foremost agriculturist and horticulturist in the State of California, and for many years in the English service in India. He will be employed to establish four experimental farms on our different colonies, and will be given carte-blanche to do his best to show just what this country can and will grow when properly undertaken. His advice and friendly counsel will be given freely to all intending colonists as to the kinds of fruits, grain, and vegetables to be planted on the particular land they may purchase, and the best plan and method of planting same. All must recognise this as valuable aid to the ordinarily well-versed person in those pursuits, and how much more so to the average colonist who is making his first effort in this direction.

"The climate and soil of our lands are too well-known to you to require any mention, and the extensive irrigation system of this company is the most complete and comprehensive in the world. The source of supply is such that it forever removes any fear as to its permanency."

It will be observed elsewhere in this report that the census of 1890 placed a much lower value on land in Kern county than on the counties in the vicinity of Los Angeles; this is, no doubt, due to the fact that the heat there in summer is almost unbearable. I have stated in a previous report, and now again state, that Kern County offers great inducements to persons who have sufficient means to spend their summers elsewhere, and hire labourers to do their work.

I am indebted to Major Osborne, United States Collector of Customs in this city, for the statistics in Annexes A, B, and C. In this report dollars have been converted into sterling at the rate of 5 dol. per 1*l*.

Annex A.—RETURN of all Shipping at the Port of San Pedro, California, during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	3,965	...	...	3	3,965
American	29	44,945	...	...	29	44,945
Other countries ...	4	4,034	1	849	5	4,883
Total	36	52,944	1	849	37	53,793
„ for the year preceding ...	41	63,230	...	...	41	63,230

This return does not include 591 sailing and steam coasting vessels, aggregate tonnage 372,879. The coasters for 1891 numbered 546, tonnage 349,066.

The following coasting vessels arrived at the port of Redondo, steam, 282 ; sail, 46 ; total, 328. Tonnage not stated.

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	3	3,965	...	...	3	3,965
American	29	44,945	...	...	29	44,945
Other countries ...	4	4,034	1	849	5	4,883
Total	36	52,944	1	849	37	53,793
„ for the year preceding ...	39	60,205	...	...	39	60,205

Annex B.—RETURN of the Principal Articles of Export from San Pedro, California, during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Wheat	Tons ...	1,580	8,000	...	...
Canned fruits	Cases ...	...	...	...	...
Other articles	...	...	...	...	...
Total	...	1,580	8,000	...	...

The following is a summary of imports in coasting vessels:—

Articles.		Quantity.
Lumber	Feet	66,359,940
Railway ties	Number ..	884,098
Other articles	Tons	20,289

And at the port of Redondo—

Articles.		Quantity.
Lumber	Feet	23,449,040
Other articles	Tons	29,601

RETURN of the Principal Articles of Import to San Pedro,
California, during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Coal	Tons ...	88,151	68,000	85,659	80,000
Cement	Barrels ...	12,224	3,266	11,502	2,943
Glass	Cases ...	4,923	2,600	...	...
Other articles	...	...	...	...	8,020
Total	...	...	73,866	...	70,963

NOTE.—The Wilmington customs district and port was recently abolished by Act of Congress, and the Los Angeles customs district established in its place, with San Pedro as a sub-port of entry and delivery. Shipments may now be made direct to Los Angeles, where the custom-house now is.

Annex C.—TABLE showing the Total Value of all Articles
Exported from and Imported to San Pedro from and to
Foreign Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Great Britain and British Possessions ..	8,000	..	74,030	70,963
Other countries ..	..	..	1,560	..
Total	8,000	..	75,590	70,963

SAN DIEGO.

Mr. Vice-Consul Allen reports as follows :—

Business has been dull during the past year, and Annex C shows a falling-off in the amount of the exports and imports. No wheat was exported during 1892 from this port, but there has been a large increase in the quantity of fruit shipped out by rail to towns in this and other States.

A new steamship line is about to ply between San Francisco and Panama, calling at all way ports. This line will connect, by means of Panama Railway, with steamers of the same company, running between Colon and New York. This line will benefit San Diego merchants and enable them to get a share of the trade with the lower coast. Hitherto they have been shut out from this trade by the policy of the Pacific Mail Steamship Company, which has received a subsidy from the railroads to keep up rates and to deny to San Diego the facilities given to San Francisco.

San Diego
Harbour.

In time the advantages of this splendid harbour must make San Diego one of the leading cities on the coast.

No better facilities for handling ocean commerce are to be found anywhere. The harbour is completely landlocked, and affords perfect shelter from gales, being superior in this respect even to San Francisco, where shipping is by no means safe during heavy weather.

Wharves.

Wharves extend to the channel, and vessels drawing over 27 feet may lay alongside and discharge cargo into railway cars.

The wharf of the Spreckels, Brothers, Commercial Company is 3,500 feet long. It will accommodate eight of the largest vessels afloat. The coal bunkers on the wharf have a capacity of 15,000 tons. They are 650 feet long, 30 feet wide, and 30 feet in depth. Ships are unloaded directly in railway cars, which may be emptied into warehouses or forwarded to the interior, as occasion may demand.

The Santa Fé wharf can accommodate eight deep sea vessels and six coasters, and the track of the Southern California railroad extends upon it so that vessels are unloaded directly into the cars. The Pacific Coast Steamship Company's wharf is 2,000 feet long and has accommodation for four deep sea vessels and four coasters. There is a railway track on this wharf also. There are other smaller wharves for coasters and also for deep sea vessels, and ample water frontage allowing of the construction of as much more wharfage as may be required.

Official report
on harbour.

The following is an extract taken from the annual report of Brigadier-General McCook, Commander of the Department of Arizona to the Secretary for War:—

"The harbour of San Diego is one of the best in the world, carrying 27 feet at high water upon the bar, which rarely breaks, so that vessels can enter with safety day or night, and once inside there is surface and depth of water sufficient to float the navies of the world. The harbour lying as it does almost upon the southern point of California is a very important one, and this body of landlocked water, whether or not to become a large port for the world's commerce, should at once be given such protection as to prevent it falling into the hands of the enemy. It is to be hoped that the Nicaragua Canal will be finished in the time promised, and should this great work be completed, the harbour of San Diego will then develop into great importance, being the nearest harbour of supply and refuge to the northward of the Canal's mouth on the Pacific Ocean, the next harbour being San Francisco, 520 miles north. The other ports on the Pacific Coast are roadsteads; the extreme high water at San Pedro, the port of Los Angeles, is 14 feet.

"The growth and progress of Southern California have been phenomenal, it is still forging ahead in population, horticulture, and agriculture, so that in a few years the railways, already heavily taxed, will be unable to carry to market the fruit and vegetable products raised. Should the Nicaragua Canal be completed, deflecting as it will the routes of commerce, San Diego will be the great port of

shipment of these products in vessels passing through the canal to the markets of the world. Hence it may be seen that soon the port of San Diego must grow to great commercial importance."

General McCook, in his report, urges upon his Government the desirability of at once fortifying the harbour and of establishing a military post at San Diego.

The entrance to the harbour is well provided with lights. On Point Loma at the nearest point to the bar is the Government light-house, erected at a cost of about 6,000*l*. It is a flash light of remarkable brilliance and power and is one of the finest on the coast. Harbour lights.

There is another strong fixed light at the extremity of Ballast Point which lights up the entire channel, and an immense fog-bell which strikes every minute and can be heard for miles. There is still another light at the quarantine station. These, with the numerous coloured lights on beacons, enable a navigator, though a stranger, to enter the harbour safely, no matter how dark the night.

In spite of the existence of so fine a harbour at San Diego a Bill is before Congress for spending enormous sums in constructing another harbour only 90 miles away. In the interest of this project a report has been made that San Diego is shut in by high mountains which render communication difficult. There is a chain of hills surrounding the city but there are several good passes through them, and they offer no obstacle whatever to the construction of railroads, according to the reports of competent engineers. Rival harbour.
False report concerning San Diego harbour.

Notwithstanding the cost and the manifold difficulties in the way, San Diego is making progress in the work of providing facilities for irrigation. Two great systems and one small one have been in operation for about 4 years. The larger ones are the Sweetwater system and the San Diego Flume Company's system. The smaller one is the Fallbrook system. Irrigation.
Water companies.

A fourth system is just beginning operation in the San Jacinto country, and this coming season will supply water to the San Jacinto and Pleasant Valley district.

A fifth system supplies water to the Perris Valley irrigation district, but this supply is secured from the Bear Valley Company of San Bernardino County, from which place it is piped to Perris.

In addition to these the Mount Fecarte, the San Miguel, the Pamo, and the San Luis Rey Water Companies are organised, are each owners of reservoir sites and water rights, and are making progress towards construction.

Since the Wright Irrigation Law went into effect until now 11 districts have been organised, covering a total of over 200,000 acres. Irrigation districts.

The practical value of irrigation is shown in the relative price of irrigated and non-irrigated land. Dry land, or land lacking the facilities for irrigation, can be bought for from 2*l*. to 8*l*. per acre. Thousands of acres of eligible and tillable land are now Relative values of land with and without water.

on the market at those prices. Land and water combined, that is, land to which a water-right attaches, is saleable at from 20% to 80% per acre.

Water, how
sold.
" Miner's
inch " defined.

Water is usually sold by the inch. An inch of water is the quantity that will flow continuously through a hole 1 inch square under a 4-inch pressure. This is equal to a flow of 12,960 gallons per day.

Sometimes water is sold for a yearly sum per acre irrigated, the consumer using as much water as he likes.

Fish.

The fish found in these waters are: barracuda, Spanish mackerel, common mackerel, albacore, rock cod, smelt, perch, croakers, bass, mullet, sea salmon, sea bass, lobsters, sea clams, herrings, and sardines. Barracuda run from April to October; Spanish mackerel and albacore the entire year; smelt, perch, croakers, and Bass, from October to January; sea salmon from April to October, and sea bass from June to September. Lobsters and clams are found the year round.

During its season barracuda is perhaps the most prolific fish, and as it is in great demand, tons are caught daily.

There are many varieties of rock cod, the fish apparently changing its nature according to the depth of the water in which it lives, the best variety coming from the deepest waters.

Bees and
honey.

San Diego County has been, and still is, a great honey producing country, but changes are making. Great areas of wild land have been ploughed and converted into orchards, and the wild flowers have thus been largely destroyed and the bee pastures reduced. The season of 1892 was not a favourable one for bees. The rains came late and irregularly, and the spring was an unusually cool one. As a result wild flowers did not flourish and the bees had poor pasture. The county's crop was about 400,000 lbs. of honey.

In the county it is estimated that there are about 800 bee-keepers. During the past year the wholesale price of honey has averaged about 3d. per lb.

I am indebted to Mr. A. Higgins, deputy collector of customs, for the information given in the subjoined annexes.

Annex A.—RETURN of all Shipping at the Port of San Diego, California, during the Year 1892.

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	23	35,862	14	2,847	37	38,709
American	66	15,654	182	187,846	258	203,499
Other countries ...	17	14,453	73	9,665	90	24,118
Total	106	65,969	279	200,357	385	266,326
" for the year preceding ...	196	69,769	244	162,281	440	232,050

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	18	27,545	14	2,847	32	30,392
American	61	15,564	190	187,179	251	202,743
Other countries ...	17	14,453	72	9,561	89	24,014
Total	96	57,562	276	199,587	372	257,149
„ for the year preceding ...	194	69,714	241	160,872	435	230,613

Annex B.—RETURN of the Principal Articles of Export from San Diego, California, during the Years 1891-92.

Articles.		189		1892.	
		Quantity.	Value.	Quantity.	Value.
Wheat	Tons ...	6,897	£ 51,841	20	£ 154
Agricultural implements ...	...	...	742	...	1,049
Fruit and nuts	...	...	1,024	...	506
Manufacturers of iron and steel ...	...	...	13,785	...	3,210
Wine... ..	Gallons ...	1,675	215	560	72
Powder and explosives	...	...	...	...	725
Lumber	...	...	...	...	2,223
Lime and cement	...	...	...	...	37
Coals... ..	...	...	...	...	68
Other articles	...	...	45,921	...	10,372
Total	...	...	113,528	...	18,416

RETURN of the Principal Articles of Import to San Diego, California, during the Years 1891-92.

Articles.		1891.		1892.	
		Quantity.	Value.	Quantity.	Value.
Coals	Tons ...	73,265	£ 49,587	55,280	£ 45,920
Cement	Barrels ...	50,362	9,516	55,774	12,937
Other articles	...	...	58,122	...	29,031
Total	...	...	117,225	...	87,888

Annex C.—TABLE showing the Total Value of all Articles Exported from San Diego and Imported to San Diego from and to Foreign Countries during the Years 1891-92.

Country.	Exports.		Imports.	
	1891.	1892.	1891.	1892
	£	£	£	£
Great Britain and British Possessions ..	51,857	..	64,052	59,664
Mexico	39,745	18,312	41,167	27,845
Not classified	21,926	106	12,006	880
Total	113,528	18,418	117,225	87,889

(1581)

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1893.
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No. 1274.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF THE DISTRICT OF HER MAJESTY'S
CONSULATE-GENERAL AT NEW YORK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1080.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.*

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1204. Syra	1d.	1262. Samoa	½d.
1205. New Orleans	2½d.	1263. Rio Grande do Sul	2½d.
1206. Suakin	1½d.	1264. Jeddah	1d.
1207. Caracas	1d.	1265. Vienna	3d.
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UNITED STATES.

NEW YORK.

Consul-General Booker to the Earl of Rosebery.

My Lord, *New York, June 6, 1893.*

I HAVE the honour to transmit herewith my Annual Report upon the Trade of New York, with some information in regard to other parts of my Consular District.

I have, &c.

(Signed) WM. LANE BOOKER.

*Report on the Trade and Commerce of the Consular District of
New York for the Year 1892.*

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General Remarks.

General
review of
trade.

At the commencement of 1892 the effect of the large crop of cereals in 1891 began to manifest itself in the increased demand for merchandise of all descriptions; the New York clearing-house returns for the first quarter showed an increase of 23 per cent. over those of the same period in 1891. In the second quarter the excess was much less marked, and disappeared altogether in the last six months. The details of the clearing-house are given elsewhere.

The distribution of merchandise on so large a scale in the first half of the year did not appear to have been beyond what the requirements of consumers called for, and the stocks in the hands of interior merchants were not at any time excessive. It may be assumed (if other evidences had been wanting) that the year had been a prosperous one for traders, from the reduced number of failures and amount of liabilities in connection therewith. This applies to the whole country, but is more marked in New York and Brooklyn than elsewhere, as will be seen by reference to the table taken from Dun's Agency "Report on Failures" for the year. With the favourable features there was the "silver question" to cause disquietude, which increased as the year advanced, under the issuance of legal tender notes for the payment of the 4,500,000 ozs. of silver, purchased by the United States Treasury Department

monthly, under the authority conferred by the Act of July, 1890. At the close of the year the New York Chamber of Commerce adopted resolutions declaring that the continued issue of legal tender notes in payment of silver would make it more difficult for the Government to redeem in gold the longer it continued, that confidence in the stability of the currency was weakened as these issues increased, and that investors in the national securities were becoming restless under apprehensions that they might be compelled to accept payment in a depreciated currency, and asked for the prompt repeal of the law under which the Secretary of the Treasury was compelled to purchase silver.

The New York clearing-house returns show an increase of nearly 600,000,000% over those of 1891, amounting to 7,552,468,600%. Heretofore it has been possible to give approximately the clearings representing stock sales, and by eliminating these from the total clearings arrive at the clearings in trade transactions, but the establishment of a stock clearing-house has removed this mode of calculation. The clearings outside of New York amounted to 5,241,998,300%. The gold exports in 1882 amounted to about 14,500,000%, the shipments in the first half being somewhat in excess of the second, but the net exports in 1892 greatly exceeded those of the previous year, as the imports in the former were only 1,750,000%, against 7,000,000% in the latter.

New York
clearing-
house
returns.

The report of the United States Agricultural Department shows that the crops of wheat, maize, oats, and cotton in 1892 were far below those of 1891, though considerably in excess of 1890. The estimate values of the crop were about 25 per cent. less than in 1891.

United States
Agricultural
Department.

The stock market in the earlier portion of the year was more active than later on, this being due mainly to the large gross earnings of the grain carrying roads and the heavier movements of goods westward under the increased demand for merchandise.

Stock market.

The "industrial" (so-called) stocks or trusts engrossed more attention, and in the last quarter there was great activity in them. Of these there are 10 actively dealt with on the exchange with a capital of over 62,000,000%, most of them incorporated under the laws of New Jersey, and only one in New York.

The clearing-house, referred to elsewhere, has proved a great success, and the stocks cleared comprise most of the "industrials" and several of the leading railroads. In December, 25,221,100 shares, of the total value of 362,148,000%, passed through the clearing-house, with balances of 2,311,300 shares of the value of 31,579,800%.

The gross receipts of the railroads of the whole country in 1892 were in excess of those of 1891, but the net results were not so satisfactory; 131,625 miles of roads earned, gross, 223,239,859%, or about 1,696% per mile; net, 71,243,045%, or

Railroads.

about 541*l.* per mile. The same roads in 1891 earned, gross 1,608*l.*, and net 529*l.* per mile. Several companies increased their dividends, but the number which decreased or suspended them fully equalled those which increased or resumed them. In the south the unsatisfactory net results was due to the low prices of cotton, iron, &c. The grain carrying roads with their unusual activity only benefited their stockholders indirectly by spending large sums out of the receipts in increasing their rolling stock and improving their road beds. 4,062 miles of roads were constructed (distributed through the whole country); the greatest activity was in the State of Washington on the Pacific coast, which figures for 421 miles. Pennsylvania follows with 236 miles, and New York with 216 miles.

Imports. The value of merchandise imports (excluding specie) was 115,573,190*l.*, or about 7.05 per cent. more than in 1891. Of these imports, 55.55 per cent. entered on the free list, against 51.36 per cent. in 1891. The imports of dutiable goods in 1892 were 523,982,001*l.*, about 50,000*l.* more than in 1891. The average of duty paid on merchandise entered for consumption and withdrawn from bonded warehouse was about 52 per cent. (on dutiable articles).

Exports. The value of merchandise exports was 97,092,101*l.*, a falling off of about 2 per cent. on that of 1891. The value of all dry goods entered for consumption in 1892 was 20,176,550*l.*, and there was withdrawn from bonded warehouse 4,842,745*l.* These amounts, 25,019,295*l.*, fairly represent (as all are dutiable) the value of dry goods marketed in the year, and show an increase of 1,639,363*l.* over 1891.

Customs receipts. The customs receipts at this port were 27,050,257*l.*, against 25,291,004*l.* in 1891, 33,627,085*l.* in 1890—the year (October 1) the new (McKinley) tariff came into operation—30,420,610*l.* in 1889, and 29,350,650*l.* in the year 1888.

Money market. There were no important fluctuations in the money market (except for a very few days at a time) during the whole year. Call loans in January fluctuated between 1 per cent. and 4 per cent., the average being about 2 per cent., and good commercial paper ranged from $3\frac{1}{2}$ per cent. to $4\frac{1}{2}$ per cent. From February to June call loans were made at from 1 per cent. to 2 per cent., and commercial paper averaged about 4 per cent. In July call loans were made at from 1 per cent. to 3 per cent., and in August the highest was 2 per cent. During these months (July and August) commercial paper ranged from $3\frac{1}{2}$ per cent. to 5 per cent. In September the range for call loans was greater than at any previous period, the lowest rate being 2 per cent. and the highest 6 per cent. In October and the early part of November the rate for call loans varied from 4 per cent. to 8 per cent., declining till towards the close of the year, with a range from 3 per cent. to 6 per cent. The last half of December the fluctuations were greater than at any other period, the lowest rate being 3 per cent. and the highest 30 per cent. The last four months of the year commercial paper varied from 5 per cent. to 7 per

cent. The surplus bank reserves reached their highest point in February and declined gradually till the close of the year.

The condition of the associated banks of this city at different periods of the year is shown in the following table:—

Bank
returns.

AVERAGE amounts of Associated Banks of New York City.

1892.	Loans.	Specie.	Legal Tenders.	Deposits.	Circulation.	Surplus over Reserve required against Deposits.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
January 2	87,954,978	19,770,275	7,739,675	96,127,423	1,140,705	3,549,800
April 2	100,974,227	21,009,071	9,945,361	108,958,144	1,153,700	3,714,845
July 2	101,951,340	18,894,021	12,392,165	110,228,454	1,156,900	3,729,072
October 2	95,556,701	19,788,041	10,643,505	98,267,629	1,163,700	908,577
December 31	90,251,939	15,663,505	8,663,505	91,667,835	1,160,200	1,410,103

The annual report of the Superintendent of the State Banking Department for the fiscal year ending September 30, 1892, has been presented to the Legislature, and from it I extract the following:—

“The number of State banks and individual bankers in existence in this State at the close of the fiscal year was 192, an increase of 13 in the year. During the year no bank has failed, and no individual bankers have been incorporated. Of the new banks established only three are located in this city. The capital of all the new banks amounts to 155,000i.”

The savings banks of this State have been for some years endeavouring to obtain from the Legislature an Act extending the legal scope of their investments. The legal investments are confined to bonds and mortgages or real estate in the State, interest bearing obligations of the United States, of any State in the Union that has not defaulted in the payment of any portion of its debt, and of any city, county town, or school district of the State. When the Act was passed, nearly 20 years ago, restricting the investments as stated, there were abundant opportunities to invest in Federal and State Bonds, but the amount offered now is so small as to practically remove them from the list of investments, hence the desire of the savings banks to be enabled to purchase the bonds of cities outside the limits of the State, but they limit their request to the bonds of cities within the limits of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Ohio, Illinois, Wisconsin, Michigan, or Missouri, and provided that such city has at the time of the investment more than 50,000 inhabitants, and that the total indebtedness of any such city does not exceed 7 per cent. of the valuation of the taxable property therein. The deposits of the banks are increasing and now amount to over 130,000,000. The dividends of the savings banks varied from 3 per cent. to 4 per cent. (1593)

Savings
banks.

TABLE showing the Rates of Bankers' Sterling Exchange for the Year 1892.

Month.					At 60 Days.	At Sight.
January	..	..	..	highest	4·85	4·87
				lowest	4·82½	4·85
February	..	..	..	highest	4·86½	4·89
				lowest	4·85	4·87
March	..	..	..	highest	4·87	4·89
				lowest	4·86	4·88
April	..	..	..	highest	4·88	4·89½
				lowest	4·86½	4·88
May	..	..	..	highest	4·88	4·89½
				lowest	4·87	4·88½
June	..	..	..	highest	4·88½	4·89½
				lowest	4·87½	4·89
July	..	..	..	highest	4·88	4·89½
				lowest	4·87½	4·89
August	..	..	..	highest	4·88	4·89½
				lowest	4·87	4·88½
September	..	..	..	highest	4·87½	4·89
				lowest	4·86	4·87½
October	..	..	..	highest	4·86½	4·88
				lowest	4·83½	4·86
November	..	..	..	highest	4·86½	4·89
				lowest	4·83½	4·87
December	..	..	..	highest	4·87	4·89
				lowest	4·85½	4·88

Failures.

In the following table, taken from Dun's Commercial Agency's Report, will be found the number of failures in the past two years in New York and Brooklyn cities, the States of my district, and the whole of the United States:—

	Number of Failures.		Amount of Liabilities.	
	1892.	1891.	1892.	1891.
			£	£
New York and Brooklyn Cities	513	637	2,222,100	5,375,075
New York, outside of New York City, and Brooklyn	606	712	1,238,700	1,627,270
Connecticut	160	193	217,000	560,120
New Jersey	138	187	310,000	922,786
Rhode Island	136	102	263,100	317,516
Delaware	21	29	14,000	89,528
Whole of United States ..	10,334	12,273	21,433,100	39,112,900

State debt.

The State gross indebtedness at the close of the fiscal year (September 30) was 157,210£, against which there is a sinking fund of 101,640£. During the past 10 years the State debt has been paid at the average rate of over 200.000£. a year, without increase of taxation. The tax rate for the year was 1 dol. 98 c. per 1,000, the total levy being 1,603,675£.

The total funded debt of the city of New York amounted at the close of 1892 to 31,963,368*l.*, against which there is a sinking fund of 11,645,675*l.*, leaving a net funded debt of 20,317,693*l.*, which, according to the last State census, would amount to about 11*l.* 5*s.* per head. New York city debt.

TABLE showing the Valuation and Taxation for the past 5 Years. Valuation and tax rates.

Year.	Real Estate.	Personal.	City Tax.
	£	£	Per cent.
1892	310,010,350	66,612,092	1·85
1891	301,635,050	66,529,806	1·90
1890	288,047,740	61,529,806	1·97
1889	274,305,127	56,085,729	1·95
1888	268,380,689	51,628,451	2·22

Trade and Commerce.

The year 1892 must be recorded as a year of great prosperity. The low prices, beyond all precedent, which had been reached by cotton, as referred to in my last, enabled spinners and manufacturers to offer their products of all descriptions at the lowest prices ever touched. Dry goods.
Cotton goods.

At these low prices the distribution of all descriptions of fabrics was, of course, enormously increased; new markets were opened in various directions, while the home consumption became without doubt the largest ever experienced, so that the close of the first half of the year saw stocks greatly depleted, with a result eminently satisfactory to manufacturers and to merchants.

The lowest prices of the year were touched in early June. During July and August prices began to stiffen, were firm during September and October, and by the end of the latter month had undergone a material advance, which lasted through the remainder of the year.

It is remarkable that business was so slightly interfered with during the months preceding the Presidential election, notwithstanding the fact that the tariff and the currency questions were the great issues at stake. Business, in fact, during the entire autumn remained exceptionally good, and the prosperity of business was a theme continually enlarged upon in political addresses and papers.

Notwithstanding the widely different conditions on which the woollen interests may be said to rest, yet the same general remarks as regards the cotton business may be said to apply almost equally to woollen. The year's production of the mills was sold, as a whole, at satisfactory prices, and the stocks of heavy goods at the end of the year were reduced to so low a point that important contracts for the autumn of 1893 were entered into six months in advance. Woollens.

Silks.

The feeling in favour of the admission of all raw materials "free of duty," and especially of wool, has made immense progress during the year, and yet it is to be remarked that no want of confidence in the future is displayed by manufacturers in view of the corresponding reduction they will have to face on manufactured goods from abroad, and that no failures or embarrassments of importance have occurred.

The year opened with moderate stocks of goods and firmness in prices. Trade was well sustained throughout, and during the latter portion of the year the important advance in raw silk led to corresponding advances in the values of goods, and the business for the 12 months is generally stated to have resulted satisfactorily.

Grain shipments.

TABLE showing the Total Grain Shipments from this Port to Great Britain and the Continent of Europe, with the Nationality of the Vessels engaged in the Transport.

Country.	Number of Vessels.	Number of Bushels.
Great Britain	839	49,953,081
Germany	153	6,014,045
Belgium	76	5,305,982
Netherlands	73	3,363,765
France	49	2,180,921
Italy	28	1,590,952
Norway and Sweden	15	1,190,241
Denmark	28	1,190,087
Spain	15	1,125,955
Portugal	20	1,096,243
United States	7	375,607
Austria	1	9,949
Total	1,304	73,396,828

The grain shipments consisted of 48,057,323 bushels wheat, 16,719,119 bushels maize, 3,063,719 bushels rye, 3,391,475 bushels oats, 674,811 bushels barley, 634,468 bushels buck-wheat, and 855,913 bushels flax-seed. There was shipped also, but not included in above return, 823,678 bushels peas.

Shipping and Navigation.

Ocean freights.

During the early part of the year the shipping trade from this country had been fairly active, and while rates had already begun to show signs of unmistakable weakness, the offerings of freight room remained for some time in keeping with the demand, and thereby prevented a serious break in prices. In the early summer months, however, when the promise of a large yield of wheat in most parts of the globe admitted of very little doubt, the inquiry from abroad for our bread stuffs quickly

became less pronounced, and from that period our freight rates took a decided turn for the worse. The phenomenally low price of our wheat proved no attraction to consumers abroad, and our other important staples of export offering very little support to our freight market, caused it gradually, but steadily, to reach a basis where the margin of profit to vessels became exceedingly small. Excepting occasional rallies of slight importance, the carrying trade was thenceforward compelled to pass through a period of depression which became particularly pronounced towards the close of the year. Our market was at all times fully provided with tonnage, and steamers of modern type unable to obtain profitable employment in other parts of the world were thrown upon our ports, and by reason of their low cost and economical management, contrived to remain in a trade in which antiquated boats had found it entirely impossible to exist. The relief, from expected movement of cotton, likewise did not materialise, and thereby caused owners another serious disappointment. The decided shortage in the yield created a rapid, although not unexpected, advance in prices, to which, however, spinners responded only sparingly, and with a large surplus from the previous season to draw upon, there was a total absence of that active inquiry for freight room which generally characterises the opening of the cotton season, and which is usually of such vast assistance to the carrier in securing better prices. A very large percentage of the crop, however, was sent to market by way of the northern ports, where the regular liners, with little general merchandise to fall back upon, stood ready to cut under any rate which transient ships were prepared to name.

The volume of business now controlled by these regular steamship companies has assumed such proportions as to exert, at all times, a most telling influence in all branches of the trade, with regard to the establishment of rates. Not only has the fleet been recently increased by new immense carrying boats, entirely devoted to the freight and cattle traffic, but every year brings the addition of one or more new steamship lines, and several such (exclusively under the British flag) have been established during the year 1892.

Shipments of cattle, forming a very important branch of our freighting trade, have likewise been unsatisfactory, and rates, on the whole, were far from remunerative.

The great development of the phosphate rock industry, in Florida, has given a number of steamers satisfactory employment, at rates of freight which, comparatively, were better than those secured from the northern ports.

The gradual but steady disappearance of sail tonnage, no less than the improvements which, in recent years, have taken place in the construction of steamers, have been the means of further increasing the field of the latter, and they are now to be found in West Indian and Central American trades, which, until recently, have been under the absolute control of sailing vessels.

On account of the depression prevailing through all branches of trade, owners were disposed to charter their vessels on time, at rates much below anything ever known before, and in summing up the business, by steam, for the whole of the year, it must be stated that it has been full of disappointment, and with very little profit to the ship-owning community.

The field for sailing vessels is getting continually more circumscribed. New steamer lines have been established between our port and the west coast of South America, to the River Plate, and to South Africa, and the only general cargo business left for sailing vessels is to Australian ports, or an occasional small cargo to a South American port.

The petroleum trade to Europe is becoming more and more absorbed by the tank steamers, and the shipment of petroleum in barrels is almost entirely confined to northern ports or to France, which latter country, however, has taken a large proportion of her imports by steam. Rates in this line have been wretchedly low, and it is evident that this trade will soon be entirely in the hands of steamers.

Of late, the export of petroleum to the far East has again been very lively, in consequence of the unprecedentedly low prices of this commodity, and enormous quantities have been shipped. Rates, however, remain so low, that steamers have, for once, been unable to compete with sailing vessels.

The demand for lumber tonnage from eastern and southern ports to South America has, of late, somewhat improved, but rates are lower than they have ever been before, and there appears, as yet, no prospect of an advance.

The timber trade from southern ports, and the export of deals from the British provinces, have been very slow, and in these lines, too, rates continue unremunerative.

For naval stores from southern ports we have likewise had very low freights, but these, at least, show signs of improvement.

Public Works.

The report of the Superintendent of Public Works on the trade and tonnage of the canals, shows that 4,281,995 tons (of 2,000 lbs.) passed through the canals in 1892, 281,477 tons less than in 1891. With respect to the reduced traffic, the Superintendent states it to be due to the fact that the railroads have advanced their equipments to such a degree that they are able to carry freight as cheaply by rail as it can be done by canal, which would not be the case if the improvement to the canals could in any way compare with that of the railroads. Of the tonnage transported in 1892 there was carried by the—

					Canals.
					Quantity.
					Tons (of 2,000 lbs.)
Erie Canal	..	..	..	..	2,978,832
Champlain Canal	..	..	..	..	1,101,123
Black River Canal.. .. .	..	..	..	..	122,116
Oswego Canal	..	..	..	..	161,426
Cayuga and Seneca Canal.. .. .	..	..	..	..	80,954

Of the total tonnage moved, 2,404,484 tons were through freight, and 1,877,511 tons way freight; 2,986,070 tons went east, and 1,295,925 tons went west.

The tonnage of the canals was composed mainly of the following described articles :—

Articles.		Quantity.	
		Tons.	
Products of the forest		1,249,381	
„ agriculture		1,038,851	
Anthracite coal		739,916	
Bituminous coal		92,481	
Stone, lime, and clay.. .. .		556,748	
Iron ore		136,612	
Pig-iron		27,967	
Salt		93,196	

During the year 1,576,239 tons (2,000 lbs.) were sent west-ward to Buffalo, Pittsburg, &c., by the railroads from New York, and 5,402,998 tons were received, originating at, or west of, Buffalo, Pittsburg, &c. The railroads carrying this freight consisted of the New York, Central and Hudson River; Pennsylvania; New York, Lake Erie and Western; Baltimore and Ohio; West Shore; Delaware, Lackawanna and Western; Lehigh Valley; New York, Ontario, and Western.

In 1891 the westward freight was 1,491,950 tons, and 4,998,208 tons were received.

The report of the State Labour Bureau is not yet ready for distribution, but I have received a synopsis of the report of the State Board of Mediation and Arbitration, which states that they have received information of about 400 strikes and lock-outs in the year, nearly one-half of which were building trades' strikes and lock-outs in the cities of New York and Brooklyn; but the most important of the labour difficulties were the Buffalo switchmen's strike, the lumber handlers' strike at Tonawanda, the employes of the fur manufacturers of this city, and the granite cutters, also of this city, but which had originated in New England.

The board succeeded in settling several strikes, and also were instrumental in getting the most important of all—the strike at Buffalo—declared off. Some idea of the magnitude of this strike (the report stated) may be obtained from the fact

that of the 24,000 acres embraced within the corporate limits of the city, 6,500 are owned and occupied by the railroads. The length of the railroad tracks in the city and adjoining town of Checktowaga is nearly 700 miles. The tracks diverge from the business centre at the harbour, and ramify the city in every direction to and beyond its circumference. The New York Central and West Shore Railroads alone have 9 miles in length of freight yards filled with sidings, and the property upon them. The tracks and yards are crossed by avenues and streets of the city, upon which the railroad employes mostly reside. These facts give an understanding of the difficulties attendant upon the enforcement of law and order after their violation commenced, and why a large force of military was necessary to maintain them, although the striking body of switchmen numbered only a few more than 600.

Causes of
strike.

The trouble may be said to date from the passage of an Act by the Legislature of 1892, known as the "10-hour railroad law," which received the governor's approval on May 20. The freight traffic of railroads, like their passenger traffic, is necessarily continuous—24 hours a day, and 365 days a year.

The changes, or "shifts" (as they are called) of yard men, were 12 hours each. These men were employed in making up and moving trains, ready for despatch to their destinations, and included yard masters, their assistants, yard conductors, brakemen, and those actually in charge of switches, all classes, and known as switchmen. The actual time for labour in the "shift" of 12 hours was 11 hours. The law of May 20 provided that 10 hours' labour performed within 12 consecutive hours shall constitute a day's work in the operation of all steam railroads, and that additional compensation shall be paid for all labour in excess of 10 hours. The companies operating the railroads upon which the strike commenced, immediately upon the passage of the law, changed the payment of wages from the monthly rate, that had previously prevailed, to an hourly rate, which was made by dividing the monthly rate by the number of hours before worked—11. The switchmen objected to that, and insisted upon the same wages for 10 hours' actual labour under the law that they had received for 11 hours' actual labour before the law was passed. On June 10 the switchmen in the employ of the New York, Lake Erie, and Western Railroad Company made their demands in accordance with their expressed views. At about the same time similar demands were presented to the Philadelphia and Reading Railroad Company, and to the Buffalo Creek Railroad Company. Failing to get a satisfactory reply, a committee of the switchmen waited upon the officials of the New York, Lake Erie, and Western, and Philadelphia and Reading Roads. Their answer was a positive refusal of demands. In the early part of August the switchmen employed in the yards of the New York, Lake Erie, and Western, Philadelphia and Reading, Buffalo Creek, New York Central and Hudson River, and West Shore Rail-

roads went on strike. The switchmen employed by the Lake and Buffalo, Rochester, and Pittsburg Railroads, at Buffalo, although they did not claim to have any grievance, except that they were required to handle freights received from the roads whose employés were on strike, also stopped work. Soon after the strike commenced cars that were in transit over the roads were uncoupled, and in various ways the movement of trains was interfered with, property was destroyed, and employés who were assisting in the switching and making up of trains were threatened and assaulted. On August 14 a number of freight cars, the property of two of the companies involved in the strike, were burned with their contents, and other damage done.

The sheriff of Erie county undertook, at this point, to pre-serve order and protect property by "posse comitatus," but utterly failed. The mayor of Buffalo likewise found the police force at his disposal unable to meet the emergency within the city limits. On Monday, August 15, by requisition of the sheriff, the 47th and 65th regiments of the National Guard of the State were placed on duty at the chief scene of disturbance. Three days later it became evident that this force was inadequate to the task before it, and requisition was made upon the governor, by the sheriff and mayor, for additional troops, which were promptly furnished from all parts of the State, the total reaching about 5,000.

The board met at Buffalo on August 16, and remained in that city until the strike was declared off. After having exhausted every effort to amicably adjust the differences, the board decided to formally inquire into the causes of the controversy. Such investigation commenced on August 24. Numerous witnesses were examined in reference to the alleged grievances of the switchmen, the negotiations that led up to the strike, and the occurrences that followed. The witnesses on behalf of the workmen denied that the men engaged in the strike were responsible for the destruction of property and the other lawless acts committed. On the other hand, local officers of the railroad companies claimed to have evidence that strikers were among the parties who committed these acts. On August 24 the grand masters of the firemen's, conductors', trainmen's, and switchmen's national organisations held a conference in Buffalo. The grand masters of the other railroad organisations of employés, while expressing sympathy for the switchmen and confidence in the justice of their cause, refused to permit the members of their respective associations to engage in sympathetic strikes. After the result of this conference had been announced, Commissioner Donovan, on behalf of the board, had interviews with the local representatives of two of the principal railroad companies involved in the difficulty, and requested that, in case the strike was declared off, they give employment to as many of the strikers as possible. They assured them that they would do so; and, after having received such assurance, Commissioner Donovan recommended to Grand ^{Board's} meeting.

Master Sweeney, of the Switchmen's Mutual Aid Association, that the strike be declared off at once. After a lengthy discussion of the matter, Mr. Sweeney was persuaded to accept this advice, and at midnight he formally announced that the strike was at an end. Peace was restored, the troops were withdrawn, and traffic, without interruption, was resumed. The cost of the Buffalo switchmen's strike, directly and indirectly, to all concerned, is estimated at 300,000 dol. in money, to say nothing of several lives lost in consequence of it. The amount paid out by the Comptroller of the State on account of the National Guard alone is 192,647 dol. 30 c.

New Jersey
Legislature
on arbitra-
tion.

The Legislature of New Jersey, in their Session of 1892, passed an Act in regard to arbitration, and which is an enlargement of an Act passed in 1886, in which it was made lawful in disputes between employers and employes, by the mutual consent of the parties, to submit the same to a board of arbitrators for hearing and settlement. The board to consist of five persons. Two selected by the employers, two by the employes, and the fifth by the four arbitrators, the latter to be chairman. Under this Act the decision of the board of arbitrators was made final and binding between the parties. The Act of 1892 confirms the Act of 1886, except that provision is made for an appeal to a board of arbitration, consisting of three persons, each of whom shall hold office for five years, appointed by the Governor of the State, one of whom must be selected from a bonâ fide labour organisation of the State.

Immigration.

Immigration
statistics.

There were 374,741 immigrants landed at this port in 1892 (of whom 131,473 were females) from the following countries:—

Countries.	1892.
	Number.
Great Britain.. .. .	21,707
Ireland	30,044
Germany	68,196
France.. .. .	3,251
Russia.. .. .	55,624
Sweden	31,850
Norway	12,807
Switzerland	5,941
Belgium	3,123
Holland	5,987
Italy	57,795
Spain	154
Portugal	2,341
Denmark	8,561
Hungary	28,485
Austria	23,208
Turkey.. .. .	196
Greece.. .. .	501
All other countries	14,970
Total	374,741

Their destinations were as follows:—

Destination.						Immigrants.
						Number.
Alaska..	..	..	..	..	..	7
Alabama	..	..	..	..	..	297
Arizona	..	..	..	..	..	156
Arkansas	..	..	..	..	..	358
Connecticut	..	..	..	..	..	8,189
Colorado	..	..	..	..	..	5,851
California	..	..	..	..	..	1,743
Delaware	..	..	..	..	..	470
District of Columbia..	..	..	..	..	..	415
Florida	..	..	..	..	..	342
Georgia	..	..	..	..	..	299
Indiana	..	..	..	..	..	1,955
Indian territory	..	..	..	..	..	291
Illinois	..	..	..	..	..	28,080
Iowa ..	..	..	..	..	..	5,948
Idaho ..	..	..	..	..	..	244
Kentucky	..	..	..	..	..	645
Kansas	..	..	..	..	..	2,431
Louisiana	..	..	..	..	..	551
Maine ..	..	..	..	..	..	391
Maryland	..	..	..	..	..	2,085
Michigan	..	..	..	..	..	9,039
Missouri	..	..	..	..	..	3,229
Minnesota	..	..	..	..	..	9,802
Mississippi	..	..	..	..	..	201
Montana	..	..	..	..	..	1,102
Massachusetts	..	..	..	..	..	15,219
New Hampshire	..	..	..	..	..	710
North Carolina	..	..	..	..	..	259
North Dakota..	..	..	..	..	..	2,293
Nebraska	..	..	..	..	..	3,966
Nevada	..	..	..	..	..	432
New Jersey	..	..	..	..	..	15,889
New Mexico	..	..	..	..	..	196
New York	..	..	..	..	..	172,972
Ohio ..	..	..	..	..	..	7,867
Oregon	..	..	..	..	..	733
Pennsylvania ..	..	..	..	..	..	51,823
Rhode Island..	..	..	..	..	..	2,814
South Carolina	..	..	..	..	..	166
South Dakota	..	..	..	..	..	1,300
Texas ..	..	..	..	..	..	2,290
Tennessee	..	..	..	..	..	388
Utah ..	..	..	..	..	..	429
Vermont	..	..	..	..	..	671
Virginia	..	..	..	..	..	323
West Virginia	..	..	..	..	..	674
Wisconsin	..	..	..	..	..	7,749
Washington	..	..	..	..	..	1,077
Wyoming	..	..	..	..	..	430
Total	..	..	..	..	..	374,741

1,591 immigrants were returned as coming within the prescribed class; their nationalities are given in the following table:—

(1593)

B

Countries.					Immigrants.
					Number.
Great Britain..	..	..	..	..	48
Ireland ..	..	..	..	..	42
Germany ..	..	..	..	..	134
France..	..	..	..	..	15
Russia..	..	..	..	..	218
Switzerland ..	..	..	..	..	9
Sweden ..	..	..	..	..	47
Norway ..	..	..	..	..	11
Belgium ..	..	..	..	..	12
Holland ..	..	..	..	..	15
Italy ..	..	..	..	..	553
Spain ..	..	..	..	..	2
Denmark ..	..	..	..	..	11
Hungary ..	..	..	..	..	106
Austria ..	..	..	..	..	340
Turkey ..	..	..	..	..	21
Greece..	..	..	..	..	7
Total ..	..	..	..	..	1,591

VITAL Statistics of New York City.

					1892.	1891.
					Number.	Number.
Births ..	..	..	..	..	49,447	46,804
Marriages ..	..	..	..	..	16,001	15,764
Deaths ..	..	..	..	..	44,329	43,659

Of the deaths reported, 11,396 were under 1 year of age, and 18,684 under 5 years of age.

The causes of death were principally as follows :—

Cause of Death.					Number.
Phthisis ..	..	..	..	..	5,033
Pneumonia ..	..	..	..	..	5,841
Bronchitis ..	..	..	..	..	1,754
Diphtheria ..	..	..	..	..	1,436
Croup ..	..	..	..	..	670
Measles ..	..	..	..	..	864
Scarlet fever ..	..	..	..	..	977
Cerebro-spinal meningitis ..	..	..	..	..	230
Diarrhoeal diseases ..	..	..	..	..	6,764
Heart diseases ..	..	..	..	..	2,330
Bright's disease ..	..	..	..	..	2,395
Typhoid fever ..	..	..	..	..	400
Typhus ..	..	..	..	..	45
Small-pox ..	..	..	..	..	81
Violence ..	..	..	..	..	2,179

Death rate for year, 24.26 per 1,000.

**Annex A.—RETURN of all Shipping at the Port of New York
during the Year 1892.**

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	960	442,009	1,760	3,270,541	2,720	3,712,550
American	426	443,091	293	513,757	719	956,848
German	99	102,465	432	1,095,524	531	1,198,089
French	7	5,870	102	287,858	109	293,728
Swedish and Norwegian	126	103,934	213	125,246	349	229,180
Belgian	2	850	85	273,110	87	273,960
Italian	135	86,936	28	42,603	163	129,539
Mexican	...	...	...	...	...	...
Dutch	10	13,411	158	225,494	168	238,905
Austrian	16	12,174	1	1,500	17	13,674
Spanish	5	1,467	58	88,763	63	90,230
Danish	7	4,705	29	56,092	36	61,397
Other European countries	20	13,118	20	32,652	40	45,770
South American	...	...	...	...	...	...
Central American	...	...	...	...	...	...
Other countries	...	...	1	1,250	1	1,250
Total	2,323	1,230,030	3,180	6,015,090	5,503	7,245,120
„ for the year preceding	2,490	1,288,729	3,072	5,822,150	5,562	7,110,879

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	910	448,510	1,756	3,289,678	2,666	3,738,188
American	668	314,908	290	508,498	948	823,406
German	78	80,757	392	994,184	470	1,074,941
French	6	5,032	104	293,400	101	298,432
Swedish and Norwegian	119	90,946	210	123,482	329	214,428
Belgian	...	...	84	272,073	84	272,073
Italian	121	77,920	28	42,603	149	120,523
Mexican	...	...	...	...	...	...
Dutch	13	17,431	134	274,670	147	292,101
Austrian	13	10,017	...	...	13	10,017
Spanish	5	1,467	57	87,384	62	88,851
Danish	5	3,361	31	60,604	36	63,965
Other European countries	9	5,996	15	24,489	24	30,485
South American	1	452	1	135	2	587
Central American	...	...	...	...	...	...
Other countries	2	2,505	...	...	2	2,505
Total	1,940	1,059,802	3,102	6,971,200	5,042	7,030,502
„ for the year preceding	2,149	1,135,373	2,997	5,607,893	5,146	6,743,266

Annex B.—RETURN of the Principal Articles of Export from
New York during the Years 1892–91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Agricultural implements	...	...	£ 719,604	...	£ 578,150
Bacon and hams	Lbs. ...	297,660,789	5,103,109	257,775,178	4,279,075
Beef, fresh	...	138,573,169	2,247,384	118,924,638	1,925,815
" canned	...	45,457,225	723,711	43,406,001	689,740
" salted	...	45,221,597	509,702	41,644,780	494,930
Butter	...	9,085,478	282,373	11,115,505	376,090
Cattle, live	Number ...	143,189	2,865,589	123,759	2,320,990
Cotton, domestic	Packages ...	189,888	2,054,555	221,804	4,752,440
" raw	Bales ...	728,015	6,280,435	813,021	7,853,725
Cheese	Lbs. ...	67,542,225	1,295,331	61,299,205	1,155,815
Coffee	...	14,351,590	446,951	5,475,793	133,575
Flour	Barrels ...	6,034,260	5,629,291	4,128,360	4,142,875
Hops	Lbs. ...	8,092,294	403,890	9,064,996	423,720
Indian corn	Bushels of	...	...	...	...
	56 lbs. ...	18,293,353	2,118,226	13,145,268	1,813,790
Lard	Lbs. ...	309,437,275	4,830,307	279,744,291	3,964,310
Oilcake and meal	...	272,654,504	820,216	253,215,682	658,160
Oleomargarine	...	84,867,507	1,699,189	68,485,146	1,391,730
Oats	Bushels ...	2,650,659	216,510	2,767,993	253,835
Petroleum, refined	Gallons ...	397,267,085	4,654,497	365,037,924	5,204,430
" crude	...	23,153,129	279,859	38,700,384	508,560
" lubricating	...	25,124,444	852,542	26,779,520	865,190
Pork, fresh and pickled	Lbs. ...	48,967,694	643,919	45,539,123	572,430
Rye	Bushels ...	3,259,024	640,482	4,173,825	842,350
Sewing machines	...	...	496,292	...	565,780
Sugar	Lbs. ...	9,113,543	91,662	55,538,725	579,220
Specie and bullion	...	...	19,231,526	...	19,937,630
Tallow	Lbs. ...	37,467,104	372,826	43,342,109	461,330
Wheat	Bushels of	...	...	...	...
	60 lbs. ...	46,931,242	8,934,938	45,312,553	10,085,270
Other articles..	...	...	22,697,185	...	22,593,025
Total	...	...	97,092,101	...	99,531,480

Annex B.—RETURN of the Principal Articles of Import to
New York during the Years 1892-91.

Articles.		1892.		1891.	
		Quantity.	Value.	Quantity.	Value.
Cocoa	Bags ...	136,545	£ 665,911	112,851	£ 522,416
Coffee	...	...	28,156,225	...	18,872,755
China, glass, and earthen-ware	...	...	1,967,950	...	1,957,230
Cotton	Bales ...	52,484	529,700	26,964	442,660
Dry goods:—					
Manufactures of—					
Cotton	...	...	4,365,139	...	4,090,896
Flax	...	...	3,637,900	...	3,544,630
Silk	...	...	8,959,334	...	7,974,164
Wool	...	...	6,339,734	...	5,667,243
Miscellaneous	...	...	2,632,972	...	2,680,636
Furs	...	...	1,468,742	...	1,564,505
Fruits	...	...	3,872,008	...	3,275,090
Hair	Packages	25,102	277,366	26,242	266,123
Hemp	Bales ...	395,120	1,330,385	388,329	1,640,840
Hides, dressed	...	...	809,013	...	679,500
" undressed	...	...	4,254,256	...	3,986,368
Hops	Bales ...	5,816	146,348	5,117	162,945
India-rubber	...	...	4,680,078	...	3,209,760
Jewellery, watches, and precious stones	...	...	3,060,725	...	2,687,530
Jute and jute butts	...	...	423,471	...	570,930
Molasses	...	...	111,238	...	132,887
Paper stock	...	...	592,667	...	498,055
Metals—					
Cutlery	...	...	295,250	...	218,020
Iron—					
Pig	Tons ...	9,764	41,824	6,521	19,494
Spiegel	" ...	30,560	142,059	30,564	146,507
Other	...	...	245,873	...	275,080
Metal goods	...	...	727,030	...	831,828
Steel	...	...	374,180	...	363,310
Tin plates	Boxes ...	1,728,023	1,323,093	2,598,530	2,402,254
" slabs	Tons ...	21,092	1,339,780	16,158	1,506,417
Soda ash	...	...	438,330	...	369,595
" caustic	...	...	157,749	...	189,950
Spices	...	...	560,427	...	536,570
Stationery and books	...	...	1,191,060	...	1,161,000
Sugar	Tons ...	727,190	9,611,661	...	10,077,600
Specie and bullion	...	...	2,386,140	...	7,241,200
Tea	Packages ..	1,272,915	1,950,892	1,181,937	1,953,290
Tobacco and cigars	...	...	2,009,157	...	1,523,500
Wines, spirits, &c.	...	...	2,142,285	...	2,084,070
Wood	...	...	1,068,593	...	1,120,250
Wool	Bales ...	147,351	1,285,100	...	1,205,495
Other articles	...	...	14,132,641	...	17,015,912
Total	...	...	120,403,286	...	114,668,335

TABLE showing Countries to and from which the Specie included in the above Tables was Exported and Imported during the Years 1892-91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain, &c. ..	5,570,930	11,418,330	11,100	2,527,000
France	4,728,180	3,702,210	1,045,250	2,437,415
Germany	6,756,060	3,509,410	209,125	845,465
West Indies	1,662,526	753,245	445,550	716,945
Mexico	11,200	11,785	258,150	243,240
South America	494,630	552,900	352,600	250,850
Other countries	8,000	39,750	63,365	220,285
Total	19,231,526	19,987,630	2,385,140	7,241,200

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to New York to from and Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Great Britain and Ireland	39,843,636	45,158,400	20,146,857	22,924,735
British possessions	5,854,534	6,595,235	7,632,953	7,753,445
Germany	13,643,616	10,404,320	14,072,321	14,720,350
France and possessions	9,332,606	9,219,230	13,757,265	14,613,660
Belgium	4,392,187	5,596,360	1,264,064	1,548,860
Spain and possessions	5,859,559	4,069,375	9,962,439	8,657,890
Netherlands and possessions	4,382,472	4,028,950	3,778,277	2,345,980
United States of Columbia	504,654	590,620	951,490	1,162,695
Central American States	513,847	738,585	1,028,945	813,435
Italy	1,191,847	1,132,445	3,831,309	3,352,400
Brazil	1,892,729	1,779,850	25,720,921	18,144,015
China	1,042,588	1,597,030	2,567,025	2,625,820
Denmark and possessions	1,015,787	1,012,840	154,407	112,330
Venezuela	1,104,855	1,439,055	1,528,572	2,549,405
Portugal	1,040,493	861,630	417,503	305,095
Argentine Republic	742,404	285,460	433,269	483,030
Mexico	954,588	970,950	2,411,299	2,146,315
Hayti	1,184,398	1,170,430	403,554	552,365
Sweden and Norway	614,328	966,235	511,708	483,530
Japan	357,679	388,955	2,185,524	1,526,540
Chile	535,573	328,030	579,134	347,115
San Domingo	369,752	203,045	411,151	309,990
Uruguay	163,313	178,435	360,464	250,070
Austria	61,481	152,540	1,347,133	1,840,260
Russia	121,935	87,420	650,306	844,055
Peru	143,453	198,155	151,049	68,515
Switzerland	1,605	9,050	2,597,512	2,454,245
Other countries	226,232	370,850	1,606,835	1,732,190
Total	97,092,101	99,531,480	120,403,286	114,668,335

NEW YORK.

Annex D.—RETURN of the Number of Seamen who have been Engaged, Discharged, Left Behind, Reported Dead, or Deserted, or who have been relieved at the British Consulate-General, New York, and showing the Total Number of British and Foreign Sailors who were Engaged, Discharged, &c., from British Ships, with the Amount of Wages paid at the Consulate to Seamen on discharge from their Ships and from Hospital or Jail; and also showing the Number of New Agreements entered into during the Year 1892.

Seamen.										Wages.		Agreements.				
Engaged.	Discharged.	Left Behind.			Dead.			Deserted.	Relieved.	Nationality.		Total Number of Seamen.	Paid on Discharge from Vessels.	Paid on Discharge from Hospital or Jail.	Total Wages Paid.	Number Opened.
		In Hospital.	In Jail.	Total.	At Sea.	On Shore.	Total.			British.	Foreign.					
12,291	9,760	194	20	214	56	25	91	3,493	119	14,615	11,268	25,883	Dol. c. 439,627 65	Dol. c. 6,115 28	Dol. c. 445,742 93	220

PROVIDENCE, R.I.

Mr. Vice-Consul Stockwell reports as follows:—

General Remarks.

General
report on
trade.

The year 1892 had nothing in it to distinguish it from other years except the fact that it was the year of presidential election. The conditions in a presidential year of trade and commerce are somewhat different from those in an ordinary year, but it may be true that what business suffers in some departments is made up in others, and possibly one balances the other.

The volume of trade was greater than that during the preceding year, as was to be expected, the increase coming from natural growth rather than from any quickening of the pulse of trade. The bank clearings for 1892 were 59,981,093*l.*, while in 1891 the clearings were only 57,382,928*l.* No sudden decline or sharp advance have been features of legitimate trade, only a steady run with occasional ups and downs, chiefly local, of no great importance.

Near the close of the year there was a little flurry in local railway stocks, consequent upon a change of management and consolidation.

Custom-house
receipts.

The receipts at the custom-house are less than in 1891, but last year there was an exceptional importation of rubber, amounting in value to more than 100,000*l.* In some lines of trade the importations have been more than last year, a fact due to the requirements of the change of trade. The total amount of duties collected at the Providence custom-house during the year was 78,825*l.*

Tonnage of
port.

The tonnage of the port is:—Sailing vessels, 77; tonnage, 8,556. Steam vessels, tonnage, 18,415; number, 42.

Public Works.

State houses.

The most important public work determined upon during the year was the erection of a new State House. Rhode Island has the distinction of having two capitals and two capitols, neither of the latter, however, being adapted to the business of the State as now conducted. The State House in Providence was built about 130 years ago, that is, some of it was built at that time, and various additions have been made since. The whole is now unsuited to the dispatch of business and the security of the records. Last spring, the State, by popular vote, voted to issue bonds for 1,500,000 dol. for the erection of a State House. This is intended to be, and will be, one of the most imposing State structures in New England, if not in the United States.

The great problem of terminal facilities for railways is solved on paper and partly otherwise. The recent consolidation of

railways passing through Providence, or the State, may simplify matters, as there will be a less number of interested parties to come to an agreement. A year ago, five railway companies were doing business in this State. One of them has absorbed all but one. It is a fact that the name "Providence" does not appear on any cars entering the city. Consolidation blots out all names except terminals. But consolidation usually brings better facilities, that is, consolidation of companies that are, in some degree, subject to the laws of the State, or, rather, subject to legislation that may restrict their liberty in one direction or another.

The city of Providence, which in one sense is the State of Rhode Island, has grown rapidly during the last year. There is yet only 5 miles of electric railway in the city, but within a twelvemonth probably electric cars will be in use in many parts of the city. The electric car, or rapid transit it affords, is the great factor in developing the suburbs. Builders do not wait for the cars; the determination to build the railways is enough; long before the cars come, open areas are covered with dwellings.

The rapid growth of the city brings it near other cities and towns. The city is now shoulder to shoulder with the city of Pawtucket with its 24,000 inhabitants. The population of the city of Providence is 148,944.

The labour question has not disturbed the public peace this year. When the labourer gets all he wants there is no cause to make a disturbance. The wages of operatives in cotton mills have been increased about 7 per cent. throughout the State. There has been no change of schedules in woollen mills.

All workmen in the building trades, except carpenters, were granted a nine-hour day with the same wages, making practically an advance in wages. In 1893, the carpenters will work only nine hours. In all the building trades, workmen are now hired by the hour, according to the following schedule :—

Description.	Amount per Hour.	
	From—	To—
	Cents.	Cents.
Plasterers	35	40
Painters	22	30
Plumbers	35	40
Masons	30	35
Carpenters (in 1893)	25	27

The business has been better than for several years, owing to better trade at home, and a better export demand. In the city are 167 houses manufacturing jewellery, including in the number about 40 that failed or suspended for a time during the year. The failures, however, were due more to outside pressure (1593)

than lack of business, that is to say, the failure of houses elsewhere caused them to go into liquidation. Despite the fair run of business during the year, the jeweller in other countries who is out of work is warned to stay where he is, there is at present no room for any more workmen.

Machinery.

There has been in some manufactories an unusual demand for machinery of different kinds, and to meet the demand works have been going night and day through a great part of the year. One concern employing the year round 1,100 men, has had an additional force at night of the same number. A manufactory of locomotive engines produces annually about 250 engines. A new style of engine from this manufactory weighs 250,000 lbs. It is for use on Mexican railways.

**Cottons and
woollens.**

There is nothing of importance to report in the cotton or woollen goods trade. In cotton goods there has been an upward movement of pieces since the fall months, and all mills are reported in full operation, and the sales better than a year ago.

The woollen trade is reported better than in 1891. Mills have been running full time and some overtime, and, according to one of the largest jobbing houses and owner of several mills, the business in woollens, whether in the manufacture or the sale, has been more satisfactory than for a year or more.

**Transporta-
tion and
freights.**

When the terminal facilities for railways are completed, no city in the United States will have better arrangements for the receipt and dispatch of the freight. On the line running from Boston to New York are freight trains running express as fast as ordinary passenger trains, making no stops between large cities. The fast freight trains make the distance between Providence and New York in eight hours. There are four lines of freight steamers—two to New York, one to Philadelphia, and one to Norfolk and Baltimore, the latter carrying passengers.

Over 1,000,000 tons of coal came to this port during the year. It is brought mainly by barge and the three and four-mast schooners. Barges are used for forts North Roadout, Perth Amboy, Hoboken, Newburgh, and Port Elizabeth, and the schooners bringing coal from Norfolk, Newport News, Baltimore, and Philadelphia. The lowest rates on cargoes of coal from northern ports are 50 c. to 60 c. per ton, and from southern ports, 75 c. to 80 c. per ton.

Coal schooners and others, however, go out light. It is seldom that an outward cargo is obtained, although Providence within 25 years was an important export port. British schooners often go to New York, and take a cargo of coal to the provinces. All outward shipments are by rail or by steamer. The business of the present age is too fast for schooners or any sailing vessels. The price of coal, hard and soft, during the year was 25 c. to 50 c. higher per ton than in previous year. At the close of the year the price of hard coal of all kinds was 6 dol. 26 c. to 8 dol. per ton, equal to from 17. 5s. to 17. 12s. per ton.

Annex A.—RETURN of all Shipping at the Port of Providence during the Year 1892.

Nationality.	Sailing.			
	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British	75	8,780	64 ..	7,515
American	18	4,090	13	2,991
Austrian	1	520	1	520
Italian	3	1,815	..	..
Total	97	15,205	78	11,026
„ for the year preceding ..	110	16,779	75	7,885

Annex B.—RETURN of Principal Articles of Export from Providence during the Years 1892-91.

Articles.	Value.	
	1892.	1891.
	£	£
Fish.. ..	..	12
Furniture	..	8
Lumber	..	45
Provisions	..	6
Steamer	..	500
Sand	31	..
Others	18	..
Total	49	571

RETURN of Principal Articles of Import into Providence during the Years 1892-91.

Articles.	Value.	
	1892.	1891.
	£	£
Dry goods	56,588	41,115
Chemicals	18,741	22,759
Metals	52,832	52,919
Rubber	..	107,183
All others	49,115	47,638
Total	177,276	271,614

Annex C.—TABLE showing the Total Value of all Articles
Exported from and Imported to Providence to and from
Foreign Countries during the Years 1892–91.

Country.	Exports.		Imports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
Austria	..	..	5,252	3,691
Belgium	..	..	8,830	7,200
Brazil	..	..	..	107,992
British West Indies ..	..	..	4,660	12,784
Canada	46	71	12,285	12,637
Cuba	..	..	4,338	6,366
Dutch West Indies ..	..	..	587	334
England	..	..	50,031	70,401
France	..	..	19,624	26,831
Germany	..	..	19,900	18,675
Greece	..	..	..	20
Hayti	..	..	2,869	6,012
Italy	..	..	1,287	333
Ireland	..	..	..	637
Japan	..	..	103	..
Madeira Island	..	..	..	2,758
Netherlands	..	..	4,828	751
Newfoundland.. ..	..	500	..	..
Scotland	..	..	5,778	3,275
Spain	..	..	847	57
Sweden	..	..	4,843	7,200
Switzerland	..	..	88	3,430
Turkey	..	..	87	..
Others	3	..	..	20
Total	49	571	146,256	291,385

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UNITED STATES.

REPORT FOR THE YEAR 1891-92
ON THE
FINANCES OF THE UNITED STATES.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1893.*

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UNITED STATES.

WASHINGTON.

Sir Julian Pauncefote to the Earl of Rosebery.

My Lord,

Newport, July 10, 1893.

I HAVE the honour to enclose a letter which has been addressed to me by Mr. Michael Herbert transmitting a Report on the Finances of the United States for the Fiscal Year ended June 30, 1892, together with some remarks and statistics in regard to the present monetary situation in this country.

This comprehensive Report, which is the result of much labour and careful study of the important questions with which it deals, will, I doubt not, be read with great interest.

I have, &c.

(Signed) JULIAN PAUNCEFOTE.

Mr. Herbert to Sir Julian Pauncefote.

Sir,

Washington, July 10, 1893.

I HAVE the honour to transmit a Report which I have drawn up on the Finances of the United States for the Fiscal Year ended June 30, 1892, together with some Remarks and Statistics in regard to the present monetary situation in the United States.

The information and Statistics given in this Report are mainly taken from the Report of the Secretary of the Treasury and from data published by Mr. Leech, the late Director of the United States Mint.

I have, &c.

(Signed) MICHAEL H. HERBERT.

Report on the Finances of the United States for the Fiscal Year ending June 30, 1892, with Observations and Statistics in regard to the Present Monetary Situation in the United States.

ABSTRACT of Contents.

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Revenues.

The ordinary revenues of the United States during the 12 months ending June 30, 1892, from all sources amounted to 425,868,260 dol. 22 c. (85,173,652*l.*), and the expenditures for the same period were 415,953,806 dol. 56 c. (83,190,761*l.*), leaving a surplus of 9,914,453 dol. 66 c. (1,982,890*l.*).

The different items of revenue were:—

From—	Amount.	
	Dol.	c.
Customs	177,452,964	15
Internal revenue	153,971,072	57
Profits on coinage, bullion deposits, and assays	2,020,512	39
Sales of public lands	3,261,875	58
Fees—consular, letters patent, and land	3,130,437	6
Sinking fund for Pacific railways	1,828,771	46
Tax on national banks	1,261,338	11
Customs fees, fines, penalties, and forfeitures	909,249	66
Repayment of interest by Pacific railways	962,437	67
Sales of Indian lands	847,813	23
Soldiers' home, permanent fund	194,385	45
Tax on seal-skins	46,749	23
Immigrant fund	330,128	65
Sales of Government property	236,498	38
Deposits for surveying public lands	149,966	21
Sales of ordnance material	101,242	35
Sales of condemned naval vessels	31,854	12
Sale of old custom-house, Milwaukee, Wis.	64,000	0
Sale of land, Brooklyn navy-yard	593,860	33
Smithsonian fund	200,000	0
Navy pension and navy hospital fund, &c.	1,118,155	25
Depredations on public lands	61,623	85
The District of Columbia	2,967,044	71
Proceeds District of Columbia 10-year funding bonds	2,412,744	0
Miscellaneous sources	783,059	83
Postal service	70,930,475	98
Total receipts	425,868,260	22

The expenditures for the same period were :—

Expenditures.

For—	Amount.	
	Dol.	c.
The civil establishment, including foreign intercourse, public buildidgs, collecting the revenues, deficiency in postal revenues, rebate of tax on tobacco, refund of direct taxes, French spoliation claims, District of Columbia, and other miscellaneous expenses	99,841,988	61
The military establishment, including rivers and harbours, forts, arsenals, and seacoast defences	46,895,456	30
The naval establishment, including construction of new vessels, machinery, armament, equipment, and improvement at navy-yards	29,174,138	98
Indian service	11,150,577	67
Pensions	134,583,052	79
Interest on the public debt	23,378,116	23
Postal service	70,930,475	98
Total expenditures	415,953,806	56

To this sum was added 16,232,721 dol. (3,246,544 $\frac{1}{2}$.) deposited in the Treasury under the Act of July 14, 1890 for the redemption of National Bank notes; 4,910 dol. (982 $\frac{1}{2}$.) received for 4 per cent. bonds issued for interest accrued on refunding certificates converted during the year, and 14,418,383 dol. 32 c. (2,883,676 $\frac{1}{2}$.) taken from the cash balance in the Treasury, making a total of 40,570,467 dol. 98 c. (8,114,093 $\frac{1}{2}$.), which was applied to the payment of the Public Debt as follows :—

Redemption of—	Amount.	
	Dol.	c.
Bonds, fractional currency, and notes for the sinking fund	37,574,179	98
Five-twenties of 1862	1,800	0
Five-twenties of June, 1864	1,000	0
Consols of 1865	4,450	0
Consols of 1867	7,500	0
Consols of 1868	2,000	0
Ten-forties of 1864	2,200	0
National Bank notes	2,977,838	0
Total	40,570,467	98

As compared with the fiscal year 1891 the receipts for 1892 have fallen off 32,675,972 dol. 81 c. (6,535,194 $\frac{1}{2}$.), as follows :—

TABLE showing Increase and Decrease of Receipts during the Fiscal Years 1891-92.

Source.	1891.	1892.	Increase.	Decrease.
	Dollars c.	Dollars c.	Dollars c.	Dollars c.
Internal revenue	145,686,249 44	153,971,072 57	8,284,823 13	...
Postal service	65,931,785 72	70,930,475 98	4,998,690 26	...
Proceeds, District of Columbia 10-year funding bonds	...	2,412,744 0	2,412,744 0	...
Sale of land, Brooklyn navy-yard	...	593,860 33	593,860 33	...
Sales of Indian lands	602,545 38	847,813 23	245,267 85	...
Smithsonian fund	...	200,000 0	200,000 0	...
Interest repaid by Pacific railroads	823,904 4	962,437 67	138,533 63	...
Registers' and receivers' fees	931,906 58	1,066,403 51	134,496 93	...
Revenues of District of Columbia	2,853,897 74	2,967,044 71	113,146 97	...
Customs fines, penalties, &c.	134,023 27	227,030 71	93,007 44	...
Sale of custom-house, Milwaukee	...	64,000 0	64,000 0	...
Immigrant fund	292,271 0	330,128 65	37,857 65	...
Tax on national banks ...	1,236,042 60	1,261,338 11	25,295 51	...
Deposits for surveying public lands	131,422 80	149,966 21	18,543 41	...
Miscellaneous items	1,881,712 18	1,962,838 93	81,126 75	...
Customs	219,522,205 23	177,452,964 15	...	42,069,241 8
Profits on coinage	7,701,991 82	2,020,512 39	...	5,681,479 43
Sale of public lands	4,029,535 41	3,261,875 58	...	767,659 83
Nashville and Chattanooga Railway Company	500,000 0	...	...	500,000 0
Sinking fund, Pacific railroads	2,326,359 37	1,828,771 46	...	497,587 91
Tax on seal-skins	269,673 88	46,749 23	...	222,924 65
Soldiers' Home permanent fund	308,648 34	194,385 45	...	114,262 89
Customs emolument fees ...	277,040 79	191,591 45	...	85,449 34
Custom-house fees	555,057 76	490,627 50	...	64,430 26
Sale of condemned naval vessels	78,037 36	31,854 12	...	46,183 24
Sales of Government property	259,379 5	236,498 38	...	22,880 67
Sales of ordnance material ...	122,668 1	101,242 35	...	21,425 66
Fees on letters patent	1,305,255 81	1,286,609 2	...	18,646 79
Consular fees	782,619 45	777,424 53	...	5,194 92
Total	458,544,233 3	425,868,260 22	17,441,393 86	50,117,366 67
Net decrease	32,675,972 81	...	...	...

There was a decrease of 10,349,354 dol. 16 c. (2,069,870L) in the ordinary expenditures as follows:—

TABLE showing Increase and Decrease of Ordinary Expenditures during the Fiscal Years 1891-92.

Source.	1891.	1892.	Increase.	Decrease.
	Dollars c.	Dollars c.	Dollars c.	Dollars c.
CIVIL ESTABLISHMENT.				
Legislative—				
Salaries and expenses ...	8,156,598 43	7,683,514 32	...	473,084 11
Executive proper—				
Salaries and expenses ...	174,897 20	177,615 59	2,718 39	...
Department of State—				
Salaries and expenses ...	141,332 21	135,504 76	...	5,827 45
Foreign intercourse ...	2,028,715 26	1,742,400 25	...	286,315 1
Treasury Department—				
Salaries and expenses ...	3,158,832 65	3,210,408 77	51,576 12	...
Independent Treasury ...	474,753 61	498,498 64	23,745 3	...
Mints and assay offices ...	1,392,353 35	1,191,590 15	...	200,763 20
Territorial governments ...	418,161 53	199,334 68	...	218,776 85
Salaries, &c., internal revenue ...	4,003,475 65	3,506,645 21	...	96,830 44
Rebate of tax on tobacco ...	770,082 39	348,856 5	...	421,226 34
Refund of direct tax ...	11,521,496 92	2,610,855 7	...	8,910,641 85
Bounty on sugar ...	...	7,342,077 79	7,342,077 79	...
Miscellaneous, internal revenue ...	257,237 54	204,283 21	...	52,954 33
Collecting customs revenue ...	6,964,248 71	6,646,276 5	...	317,972 66
Refunding excess of deposits ...	6,989,845 78	3,007,218 81	...	3,982,626 97
Debentures or drawbacks ...	4,925,439 50	3,688,999 64	...	1,236,439 86
Miscellaneous items, customs ...	192,371 52	294,497 69	102,126 17	...
Revenue Cutter Service ...	886,166 26	993,942 82	107,776 56	...
Regulating immigration ...	170,597 83	232,944 9	62,346 21	...
Chinese exclusion ...	48,949 2	63,021 70	14,072 68	...
New revenue vessels ...	131,618 0	16,049 44	...	115,568 56
Alien contract-labour laws ...	61,500 0	98,860 0	37,160 0	...
Marine Hospital Service ...	520,212 7	634,278 7	114,066 0	...
Life-Saving Service ...	998,567 11	1,059,618 20	61,131 9	...
Lighthouse Establishment ...	3,007,883 33	3,237,317 44	229,434 11	...
Coast and Geodetic Survey ...	479,655 14	526,069 53	46,414 39	...
Steamboat Inspection Service ...	278,714 20	273,869 79	...	4,844 41
Engraving and printing ...	1,081,052 65	1,123,033 84	41,981 19	...
Public buildings ...	4,811,822 16	6,319,276 94	1,507,454 78	...
Fuel, &c., public buildings ...	629,942 24	751,664 47	121,722 23	...
Custodians and janitors ...	512,387 95	610,721 63	98,333 68	...
Furniture for public buildings ...	274,415 50	293,697 77	19,282 37	...
Heating apparatus, public buildings ...	96,542 34	102,767 51	6,225 17	...
Vaults, safes, &c., public buildings ...	50,000 0	38,575 13	...	11,424 87
Propagation of food-fishes ...	297,519 86	305,851 61	8,331 75	...
Fish hatcheries ...	53,174 6	58,478 68	5,304 62	...
National Museum ...	182,792 48	189,227 6	6,434 58	...
Zoological Park ...	69,700 0	66,939 7	...	2,760 93
Smithsonian Institution ...	108,950 47	113,880 23	4,929 76	...
Columbian Exposition ...	169,378 31	519,875 73	350,497 42	...
Interstate Commerce Commission ...	222,631 10	218,885 63	...	3,745 47
Expenses of Treasury notes ...	218,362 60	249,467 50	31,104 90	...
Sinking fund, Pacific railways ...	2,318,289 70	1,833,422 52	...	484,867 18
French spoliation claims ...	1,085,240 42	102,440 74	...	982,799 68
Miscellaneous items ...	278,440 5	368,510 77	90,070 72	...
War Department—				
Salaries and expenses ...	2,646,361 96	2,414,948 70	...	231,413 26
Navy Department—				
Salaries and expenses ...	362,691 22	380,539 63	17,848 41	...
Interior Department—				
Salaries and expenses ...	4,733,335 52	4,774,279 84	40,944 32	...
Public lands service ...	2,856,242 10	2,351,440 17	...	504,801 93
Colleges for agriculture ...	1,081,000 0	1,017,000 0	...	64,000 0
Eleventh Census ...	5,942,977 13	1,256,422 86	...	4,686,554 27
Miscellaneous items ...	668,150 59	669,066 61	916 2	...
Post Office Department—				
Salaries and expenses ...	852,993 36	876,817 41	23,824 5	...
Deficiency in postal revenues ...	4,741,772 8	051,489 71	...	690,282 37

TABLE showing Increase and Decrease of Ordinary Expenditures during the Fiscal Years 1891-92—continued.

Source.	1891.	1892.	Increase.	Decrease.
	Dollars c.	Dollars c.	Dollars c.	Dollars c.
CIVIL ESTABLISHMENT—				
continued.				
Mail transportation, Pacific railroads	1,343,888 31	1,688,379 31	344,491 0	...
Miscellaneous items	8,874 39	772 1	...	9,102 38
Department of Agriculture— Salaries and expenses	1,797,147 16	2,943,862 47	1,146,715 31	...
Department of Labour— Salaries and expenses	143,682 50	168,259 40	24,576 90	...
Department of Justice— Salaries and expenses	295,233 97	277,482 19	...	17,751 78
Fees of supervisors of elections	514,878 77	79,503 49	...	435,375 28
Salaries of justices, mar- shals, &c.	884,250 6	959,612 96	75,362 90	...
Fees and expenses of mar- shals	1,296,826 21	934,679 68	...	362,146 53
Fees of witnesses	1,318,767 70	1,037,511 53	...	281,256 17
" district attorneys	342,923 45	302,884 58	...	40,038 87
" jurors	583,628 20	599,509 51	15,881 31	...
" clerks	304,307 21	231,390 97	...	72,916 24
" commissioners	220,639 94	137,626 10	...	83,013 84
Support of prisoners	412,832 96	374,287 51	...	38,545 45
Judgments, United States Courts	60,091 35	3,617 0	...	56,474 35
Miscellaneous items	383,813 69	274,708 82	...	109,107 87
District of Columbia— Salaries and expenses	5,635,510 61	6,331,960 56	696,449 95	...
Ten year funding bonds	...	2,412,744 0	2,412,744 0	...
Total	110,048,167 49	99,841,988 61	15,286,071 88	25,492,250 76
MILITARY ESTABLISHMENT.				
Pay Department	14,606,421 69	13,936,795 73	...	669,625 96
Subsistence Department	1,685,577 24	1,524,040 97	...	161,536 27
Quartermaster's Department	9,234,600 50	7,209,849 70	...	2,024,750 80
Medical Department	807,406 49	681,989 38	...	125,417 11
Ordnance Department	2,869,618 0	4,694,947 27	1,825,329 27	...
Engineer's Department	676,465 81	878,562 43	202,096 62	...
Signal Service	753,284 70	31,697 62	...	721,587 8
Military Academy	236,399 14	317,471 35	81,072 71	...
Improving harbours	3,490,162 52	4,473,678 42	983,515 90	...
" rivers	8,760,464 71	8,643,530 6	...	216,934 65
Military posts	652,615 40	630,744 53	...	21,870 87
Expenses of recruiting	104,841 43	120,709 27	15,867 79	...
Records of the Rebellion	199,560 38	187,439 62	...	12,120 76
National Home for Disabled Soldiers	2,600,588 95	2,067,444 53	...	533,144 42
State homes for disabled soldiers	481,822 42	458,333 34	...	23,489 8
Support of Soldiers' Home	308,468 44	194,254 43	...	114,204 1
Soldiers' Home, permanent fund	208,330 0	120,900 0	...	87,430 0
Soldiers' Home, interest account	69,830 93	72,879 55	3,048 62	...
Horses lost in service	77,365 95	878 4	...	76,487 91
Miscellaneous items	896,250 26	749,309 56	...	146,940 70
Total	48,720,065 1	46,895,456 30	3,110,930 91	4,935,539 62
NAVAL ESTABLISHMENT.				
Increase of the Navy	10,609,197 15	13,756,499 90	3,147,302 75	...
Bureau of Yards and Docks... ..	1,208,500 88	1,445,358 35	236,857 47	...
" Equipment	1,168,810 3	1,063,616 32	...	95,193 21
" Navigation	217,476 73	253,286 55	35,809 82	...
" Construction and Repair	1,283,438 85	1,206,735 82	...	76,703 3
Bureau of Ordnance	410,443 19	610,095 18	199,651 99	...
" Steam Engineer- ing	670,260 57	763,110 27	92,849 70	...
Bureau of Provisions and Clothing	1,461,192	1,575,064 12	113,871 65	...

TABLE showing Increase and Decrease of Ordinary Expenditures during the Fiscal Years 1891-92—continued.

Source.	1891.	1892.	Increase.	Decrease.
	Dollars c.	Dollars c.	Dollars c.	Dollars c.
NAVAL ESTABLISHMENT— continued.				
Bureau of Medicine and Surgery	230,553 15	219,006 99	...	11,546 16
Marine Corps	950,886 28	878,937 78	...	51,898 50
Naval Academy	274,544 76	224,378 32	...	50,166 44
Pay of the Navy	7,210,291 36	7,041,629 49	...	168,761 87
Miscellaneous items	448,301 4	136,469 39	...	311,831 65
Total	26,113,896 46	29,174,138 98	3,826,343 38	766,100 86
Indian Service... ..	8,527,469 1	11,150,577 67	2,623,108 66	...
Pensions	124,415,961 40	134,583,052 79	10,167,101 39	...
Interest on the public debt...	37,547,135 37	23,378,116 23	...	14,169,019 14
Grand total	355,372,684 74	345,023,330 58	35,013,556 22	45,362,910 38
Net decrease	10,349,354 16	...	...	...

Fiscal Year, 1893.

In the present fiscal year the revenues were estimated by Mr. Foster, the late Secretary of the Treasury as follows:—

Estimates for
1893.

From—	Amount.
	Dol. c.
Customs	198,000,000 0
Internal revenue	165,000,000 0
Miscellaneous sources	20,000,000 0
Postal service	80,336,350 44
Total estimated revenues.. ..	463,336,350 44

and the expenditures for the same period were estimated as follows:—

For—	Amount.
	Dol. c.
The civil establishment	108,000,000 0
The military establishment	49,000,000 0
The naval establishment	31,000,000 0
The Indian service	9,000,000 0
Pensions	158,000,000 0
Interest on the public debt	26,000,000 0
Postal service	80,336,350 44
Total estimated expenditures	461,336,350 44
Leaving an estimated surplus for the year of ..	2,000,000 0

Estimates for
1894.

The following is Mr. Fosters' estimate for the fiscal year 1894.

RECEIPTS.

From—								Amount.	
								Dol.	c.
Customs ..	..	..	..	..	..	..	..	210,000,000	0
Internal revenue	..	..	..	..	..	..	..	175,000,000	0
Miscellaneous sources	..	..	..	..	..	..	..	20,000,000	0
Postal service	..	..	..	..	..	..	..	85,121,365	38
Total estimated revenues ..								490,121,365	38

Appropriations for the same period based on estimates submitted by the various Executive Departments as follows :—

Description.	Amount.			
	Dol.	c.	Dol.	c.
Legislative establishment	..	..	3,748,414	71
Executive establishment—				
Executive proper	162,120	0		
State Department	145,350	0		
Treasury Department	9,054,691	10		
War Department	2,252,206	0		
Navy Department	427,580	0		
Interior Department	4,929,494	0		
Post-Office Department	891,990	0		
Department of Agriculture	3,315,500	0		
" Justice	188,900	0		
" Labour	160,470	0		
Judicial establishment	..	..	21,528,301	10
Foreign intercourse	..	..	664,600	0
Military establishment	..	..	1,737,079	90
Naval establishment	..	..	26,301,855	86
Indian affairs	..	..	23,671,315	21
Pensions	..	..	8,123,211	31
Public works—			166,831,350	0
Legislative	1,232,900	0		
Treasury Department	5,500,365	0		
War Department	10,233,413	9		
Navy Department	800,183	0		
Interior Department	262,812	63		
Department of Justice	1,000	0		
Miscellaneous—			18,030,673	72
Legislative	3,031,673	82		
Treasury Department	11,747,250	68		
War Department	5,582,204	77		
Interior Department	3,158,466	0		
Department of Justice	5,254,000	0		
District of Columbia	6,733,544	66		
Postal service	..	..	35,507,139	93
Permanent annual appropriations—			84,249,119	67
Interest on the public debt	26,771,293	92		
Refunding — customs, internal revenue, &c.	12,781,300	0		
Collecting revenue from customs	5,500,000	0		
Miscellaneous	21,815,680	0		
Total estimated appropriations, exclusive of sinking fund	..	..	457,261,335	33
Or an estimated surplus of	..	..	32,860,030	5
To which add cash balance above gold reserve, June 30, 1893	..	..	20,992,377	3
Making an estimated available balance of	..	..	53,852,407	8
From which deduct accrued and accruing obligations, estimated as follows:—				
Redemption of past-due bonds, fractional currency, and National Bank notes	5,000,000	0	..	..

Description.	Amount.			
	Dol.	c.	Dol.	c.
Probable payment on mail-subsidy contracts, not embraced in foregoing estimates	1,000,000	0	6,000,000	0
Leaving			47,852,407	8

Probability of deficit for 1894.

Against this, however, there is a charge of 40,000,000 dol. (8,000,000%) contract liabilities already appropriated for, and this charge upon the Treasury for 1894 must further be augmented by whatever deficiencies may be required by the course of business in the several departments. These deficiencies, according to the reports of the Committee of Ways and Means appointed to inquire into the condition of the Treasury, dated March 3, 1893, have, including the pension deficiency, averaged during the past five sessions of congress 25,000,000 dol. (5,000,000%) each year. To this must be added the amount of miscellaneous appropriations which, according to the same report have averaged 7,000,000 dol. (1,400,000%) each session for the past 5 years. It seems, therefore, probable unless the receipts increase beyond all calculations, that there will be a large deficit on June 30, 1894.

Mr. Foster makes the following remarks in his Annual Report, dated December 5, 1892, in regard to his estimates of receipts for 1894:—

“The estimated receipts are based upon conditions prevailing prior to the late election. Public opinion having decreed a change of policy, particularly in the tariff laws, the altered conditions resulting therefrom render it impossible at the present time to estimate the annual income with any marked degree of accuracy, and it is impossible to predict the effect that such proposed radical changes would have upon the future revenues of the Government.

“Under all of the circumstances, it would be inappropriate in me to undertake to make an estimate other than as already stated, but it is not out of place to remark that the business community having a full knowledge of proposed tariff reductions, the inevitable result will be a falling off in importations and a corresponding decrease in the revenues. The extent of this decrease no one will be able to measure until business shall again adjust itself to new conditions.”

A few months later Mr. Foster admitted before the Committee of Ways and Means that there would be a deficit at the end of the fiscal year 1894, and he said that if he had the management of the Treasury in the future, he should insist upon an increase of the annual revenue to the extent of 50,000,000 dol. (10,000,000%) to meet it, and also to strengthen the gold reserve.

Advisability of increasing gold reserve.

In his annual report Mr. Foster makes the following observations in regard to the advisability of increasing the gold reserve:—

"One of the embarrassments to the Treasury, in the opinion of the Secretary, is the inability, with the limited amount of cash on hand above the 100,000,000 dol. reserve, to keep up a sufficient gold supply. When the demand comes for the exportation of gold the Treasury is called upon to furnish it. If this demand should prove to be as large during the coming year as it has been for the past two years, gold in the Treasury would be diminished to or below the reserve line.

"The status of this reserve and its amount have recently been subjects of discussion. In the Bank Act of 1882 Congress gave expression to its belief that 100,000,000 dol. in gold was a suitable reserve, by providing that whenever the amount of gold in the Treasury should fall below that sum the issue of gold certificates should cease. In 1885 the then Secretary of the Treasury adopted the practice of reporting 100,000,000 dol. of the gold in the Treasury as a 'reserve for the redemption of United States notes,' and recently the majority of the Judiciary Committee of the present House of Representatives expressed the opinion that under existing law the maintenance of this reserve is obligatory.

"But, if 100,000,000 dol. in gold was a suitable or necessary reserve in 1882 and in 1885, it would seem clear that a greater reserve is necessary now. It should be remembered that since 1882 we have added to our silver circulation the sum of 259,016,182 dol. in standard silver dollars coined under the old Silver Act of 1878. These dollars are nearly all outstanding, and largely represented by silver certificates. We have also increased the legal tender paper circulation by issuing about 120,000,000 dol. of the Treasury notes authorised by the Act of July 14, 1890, and to this we are adding about 4,000,000 dol. each month in payment of silver bullion purchased.

"It is true that silver certificates are not redeemable in gold, and that the Treasury notes of 1890 are redeemable in coin; but since it has been declared to be the established policy of the United States to maintain the two metals, silver and gold, on a parity with each other, it is obvious that this large addition to our circulation has increased the possible charge upon our gold reserve.

"In view, therefore, of these increased and increasing liabilities, the reserve in the Treasury for the redemption of the Government obligations should, in my opinion, be increased to the extent of at least 20 per cent. of the amount of Treasury notes issued and to be issued under the Act of July 14, 1890.

"As will be seen by the estimates submitted, the receipts of the current and the next fiscal year are not likely, if present conditions continue, to fall below expenditures. Yet in view of the fact that the surplus for this year will be small upon the basis stated, with the probability of a falling-off in receipts for causes mentioned, I think the revenues should be so increased as to enable the Treasury Department to maintain a gold reserve of not less than 125,000,000 dol., and to maintain a comfortable working balance in the Treasury cash. As a general revision of our

customs laws is now probable, I do not feel at liberty to suggest any special method for increasing the revenue, though I should otherwise think that an additional tax on whisky, which could be collected without additional cost, would furnish an easy method."

Sinking Fund.

By an Act of February 25, 1862, 1 per cent. of the entire debt of the United States must be annually set aside as a sinking fund, and applied to the purchase or payment of the Public Debt in such a manner as the Secretary of the Treasury may from time to time direct.

Sinking fund requirements. The total requirements of the fund to June 30, 1892, as shown by the appended table, aggregate 924,394,426 dol. 34 c. (184,878,885 $\frac{1}{2}$). The bonds and other securities annually applied to the fund, including interest paid thereon, aggregate 935,337,061 dol. (187,067,412 $\frac{1}{2}$), and the total redemption of the debt, including amounts applied to the fund since August 31, 1865, when the debt attained its highest point, aggregated 1,914,905,107 dol. (382,981,021 $\frac{1}{2}$), or 990,510,681 dol. (198,102,136 $\frac{1}{2}$) more than was required to be paid by the terms of the Sinking Fund Act:—

STATEMENT showing the Annual Requirements of the Sinking Fund, the Amount of Bonds and other Securities applied thereto, the Interest and Premium paid thereon, and the Total Amount Expended for the Fund from April 1, 1869, to June 30, 1892.

Fiscal Year.	Annual Requirement.	Applications to the Funds.			
		Bonds and other Securities		Interest and Premiums Paid.	Total Amount Applied.
		Dollars c.	Dollars c.	Dollars c.	Dollars c.
1869	6,725,809 63	8,691,003 0	1,511,243 23	10,202,243 23	
1870	27,660,879 14	28,151,900 0	4,098,057 22	32,249,957 22	
1871	28,574,562 78	29,936,250 0	2,910,413 73	32,846,663 73	
1872	29,958,137 82	32,618,450 0	4,365,958 72	36,984,408 72	
1873	30,222,250 79	28,678,000 0	4,063,643 62	32,741,643 62	
1874	30,852,447 93	12,936,450 0	1,617,659 83	14,554,109 83	
1875	31,519,501 18	25,170,400 0	353,661 56	25,523,461 56	
1876	33,584,775 82	32,183,488 9	257,617 91	32,441,006 0	
1877	33,729,833 20	24,498,910 5	5,776 52	24,504,686 57	
1878	35,429,001 80	17,012,634 57	809 32	17,013,444 49	
1879	36,955,604 63	723,662 99	308 77	723,971 76	
1880	40,135,450 0	73,904,617 41	3,731,272 2	77,635,889 43	
1881	42,737,616 13	74,480,351 5	1,768,670 39	76,249,021 44	
1882	44,905,330 76	60,137,555 55	612,039 53	60,749,595 8	
1883	45,389,026 0	44,897,256 96	329,761 48	45,227,018 44	
1884	46,486,536 4	46,790,229 50	318,679 93	47,109,109 43	
1885	47,393,186 83	45,604,035 43	271,667 32	45,875,702 75	
1886	44,872,710 64	44,551,043 36	242,487 45	44,793,530 81	
1887	46,537,849 60	47,903,248 15	232,083 42	48,135,331 57	
1888	46,818,149 18	43,732,550 0	3,085,592 98	46,818,142 98	
1889	47,804,172 99	39,066,173 35	8,737,953 4	47,804,126 39	
1890	48,321,127 76	39,847,539 50	8,473,506 6	48,321,045 56	
1891	49,077,301 37	44,006,111 37	5,070,950 22	49,077,061 59	
1892	49,063,114 32	37,574,179 98	181,109 2	37,755,289 0	
Total	924,394,426 34	883,096,637 31	52,240,423 89	935,337,061 20	

	Amount.	
	Dol.	c.
The total debt of the United States, less cash in the Treasury, at its maximum point, August 31, 1865, was ..	2,756,431,571	43
On June 30, 1892, it was	841,526,463	60
Making a reduction of the debt, less cash in the Treasury, of	1,914,905,107	83
Or 990,510,681 dol. 49 c. more than the requirements of the sinking fund called for.		

Mr. Foster in his report strongly urges the repeal of the Act "in view of the very large decrease of the debt already effected in excess of the legal requirements of the Act, coupled with the probable future condition of the national finances."

Repeal of Sinking Fund Act urged by Mr. Foster.

The following table shows the sinking fund account for the fiscal year 1892:—

Sinking fund account for 1892.

DEBTOR.

Date.	Description.	Amount.	
		Dol.	c.
July 1, 1891 ..	To balance from last year	0	4
	To 1 per cent. on the principal of the Public Debt on June 30, 1891, less coin and currency certificates held in cash, and cash available for the reduction of the debt, viz., 905,806,560 dol. 61 c. ..	9,058,065	61
June 30, 1892 ..	To interest on redemption prior to fiscal year 1892	38,917,459	24
	To interest on 37,574,179 dol. 98 c., amount of debt paid during the fiscal year 1892	1,087,589	47
	Total	49,063,114	36

CREDITOR.

Date.	Description.	Amount.	
		Dol.	c.
June 30, 1892 ..	By principal of bonded debt redeemed in 1892	24,310,800	0
	By accrued interest thereon	180,412	20
	By fractional currency and notes redeemed in 1892	8,496	98
	By accrued interest thereon	696	82
	By National Bank notes redeemed	13,254,883	0
	By balance	11,307,825	36
	Total	49,063,114	36

Absence of
revenues to
meet sinking
fund charge.

The balance due to the sinking fund June 30, 1892, was 11,307,825 dol. 36 c. (2,261,565*l*.), and the requirements of the fund for the fiscal year 1893 have been estimated by Mr. Foster at 48,693,000 dol. (9,738,600*l*.), showing that at the end of the fiscal year 1893 there will be due to the sinking fund, 60,000,000 dol. (12,000,000*l*.). Add to this the estimated requirements of the fund for 1894 (48,700,000 dol.), and there will be due to the sinking fund on June 30, 1894, a little more than 100,000,000 dol. (20,000,000*l*.), with no available revenues to meet such a charge.

Loans and Currency.

Redemption
of bonds.

Since March 1, 1889, when the Republican Party came into power, there have been purchased and cancelled United States bonds of the face value of 233,729,150 dol. (46,745,830*l*.), for which there was expended the sum of 270,952,431 dol. (54,190,586*l*.). Of the bonds so purchased 121,615,950 dol. (24,323,190*l*) were 4 per cents., and 112,113,200 dol. (22,422,640*l*.) 4½ per cents. The expenditure was 55,352,493 dol. (11,070,598*l*.) less than the sum which would be required to redeem the bonds and pay interest thereon to the date of their maturity.

25,504,700 dol. (5,100,940*l*.) 4½ per cent. bonds were redeemed at par during the same period, and a further amount of 25,364,500 dol. (5,072,900*l*.) of the same loan has been continued during the pleasure of the Government to bear interest at the rate of 2 per cent. per annum.

Annual
interest
charge.

The annual interest charge on March 1, 1889, was 34,578,459 dol. (6,915,691*l*.); at the end of November, 1892, it was 22,893,990 dol. (4,578,798*l*.).

Money in
circulation.

The volume of money in circulation has increased during the 12 months ended November 1, 1892, as shown by the following table :—

Description.	Amount.	
	Nov. 1, 1891.	Nov. 1, 1892.
	Dollars.	Dollars.
Gold coin	406,770,367	411,252,197
Standard silver dollars	62,135,461	61,672,455
Subsidiary silver	62,105,136	65,985,408
Gold certificates	136,100,319	120,255,349
Silver certificates	321,142,642	324,552,532
Treasury notes, 1890	66,473,484	114,567,423
United States notes	332,553,989	332,080,234
Currency certificates, June 8, 1872 ..	10,765,000	10,550,000
National Bank notes	166,445,763	165,224,137
Total	1,564,492,161	1,606,139,735

The principal changes are in gold certificates and Treasury

notes of the Act of July 14, 1890. Of the former there is a decrease of 15,844,970 dol. (3,168,994 $\frac{1}{2}$), and of the latter an increase of 48,093,939 dol. (9,618,787 $\frac{1}{2}$).

The increase in circulation since March 1, 1889, was 201,933,839 dol. (40,386,767 $\frac{1}{2}$), of which 152,048,345 dol. (30,409,669 $\frac{1}{2}$) was paper money. The amount of paper money held in the Treasury, March 1, 1889, was nearly 30,000,000 dol. greater than on November 1, 1892, while the net increase in the issue was 122,366,433 dol. (24,473,286 $\frac{1}{2}$). A notable fact, according to the Secretary's report, connected with this increase is the large quantity of notes of the smaller denomination added to the volume of money, while, at the same time, there has been a decrease in the higher denominations. This is shown in the accompanying table:—

TABLE showing the Amounts of Paper Currency, by Denominations, outstanding on March 1, 1889, and on November 1, 1892, and the changes during that Period.

Denomination.	Outstanding March 1, 1889.	Outstanding November 1, 1892.	Decrease.	Increase.
	Dollars.	Dollars.	Dollars.	Dollars.
1's (Ones)	31,438,141	40,460,624	...	9,022,483
2's (Twos)	22,986,476	31,629,049	...	8,642,573
5's (Fives)	204,567,948	242,635,169	...	38,067,221
10's (Tens)	246,407,325	291,553,306	...	45,145,981
20's (Twenties)	191,806,880	223,171,280	...	31,864,400
50's (Fifties)	49,129,090	42,012,665	7,116,425	...
100's (One hundreds)	68,868,370	75,679,070	...	6,815,200
500's (Five hundreds)	25,883,500	22,329,000	3,554,500	...
1000's (One thousands)	53,597,000	50,921,500	2,675,500	...
5000's (Five thousands)	35,385,000	28,380,000	7,005,000	...
10000's (Ten thousands)	65,900,000	69,060,000	...	3,160,000
Total	995,465,230	1,117,881,663	20,351,425	142,717,858
Less decrease	...	...	...	20,351,425
Net increase	...	...	...	122,366,433

National Banks.

163 banks with an aggregate capital of 15,285,000 dol. (3,057,000 $\frac{1}{2}$), were organised in the United States during the fiscal year ending June 30, 1892. 53 went into voluntary liquidation and 17 became insolvent, leaving a net increase of 93 for the year.

Of the new banks organised during the year, about one-half were west of the Mississippi River, and 35 per cent. were in the Southern States.

The total number of banks in operation October 31, 1892, was 3,788, having an aggregate capital of 693,868,665 dol. (138,773,733 $\frac{1}{2}$), and surplus and undivided profits of 340,524,179 dol. (68,104,835 $\frac{1}{2}$). The total amount of individual deposits was 1,765,422,983 dol. (353,084,596 $\frac{1}{2}$); total bank deposits 530,653,202 dol. (106,130,640 $\frac{1}{2}$), and total resources 3,510,094,897 dol. (702,018,979 $\frac{1}{2}$). The national bank circulation outstanding (1615)

Total number
of banks
organised.

shows a net increase of 10,487,286 dol. (2,097,445*L.*), and the gold held by the banks, as compared with last year, shows an increase of 21,994,115 dol. (4,398,821*L.*). Surplus and undivided profits, increase 9,663,020 dol. (1,932,604*L.*); individual deposits, increase 177,104,902 dol. (35,420,980); bank deposits, increase 100,058,428 dol. (20,011,685*L.*).

Internal Revenue.

The receipts from the several objects of taxation under the Internal Revenue Laws for the fiscal years ended June 30, 1891 and 1892 were as follows:—

Objects of Taxation.	Fiscal Year ended June 30—		Increase.	Decrease.
	1891.	1892.		
	Dollars c.	Dollars c.	Dollars c.	Dollars c.
Distilled spirits ...	83,335,963 64	91,309,983 65	7,974,020 1	...
Manufactured tobacco ...	32,796,270 97	31,000,493 7	...	1,796,777 90
Fermented liquors ...	28,565,129 92	30,037,432 77	1,472,322 85	...
Oleomargarine... ..	1,077,924 14	1,266,328 0	188,401 86	...
Miscellaneous ...	260,127 30	243,288 86	...	16,839 44
Total ...	146,035,415 97	153,857,544 35	7,822,128 38	...

RECAPITULATION.

	Amount.
	Dollars c.
The receipts from all sources of internal revenue for the fiscal year ending June 30, 1892, were ...	153,857,544 35
The receipts from the same sources for fiscal year ended June 30, 1891, were ...	146,035,415 97
Making an increase in the receipts for the fiscal year just ended of ...	7,822,128 38

According to the estimate of Mr. Foster, the late Secretary of the Treasury, the receipts from all sources of internal revenues for the fiscal year ending June 30, 1893, will aggregate 165,000,000 dol. (33,000,000*L.*).

Total
production
of spirits.

The total production of distilled spirits, exclusive of fruit brandies for the fiscal year ended June 30, 1892, was 114,769,041 taxable gallons; the total production for the fiscal year ended June 30, 1891, was 115,962,389 gallons, making a decrease in the production of 1,193,348 gallons for the last fiscal year.

Production of
fruit brandies.

There were also produced during the fiscal year ended June 30, 1892, 1,310,437 gallons of apple brandy, 99,398 gallons of peach brandy, and 2,257,630 gallons of grape brandy, making a total production of 3,667,465 gallons of brandy from fruits.

During the fiscal year ended June 30, 1892, 5,925 distilleries of all kinds were operated; for the preceding fiscal year 3,819 distilleries only were operated, showing an increase of 2,106 distilleries for the last fiscal year. The greater portion of this

increase arose from the large number of fruit distilleries operated during the year.

During the last fiscal year there were produced 31,856,626 barrels of beer in the United States. The number of barrels produced during the year ended June 30, 1891, was 30,497,209, making an increased production for the last fiscal year of 1,359,417 barrels. Production of beer.

The total receipts from the taxes on tobacco, cigars, cigarettes, snuff, &c., for the fiscal year ended June 30, 1892, were 31,000,493 dol. (6,200,098*l.*), a decrease of 1,795,777 dol. (359,155*l.*) compared with the receipts for the year ending June 30, 1891. This decrease is attributed by the Secretary of the Treasury to the operations of the Act of October 1, 1890. Receipts from tobacco, &c.

The principal features of the last four financial years have been the gradual shrinkage of the surplus and the increase in the Government expenditures. Reduction of the surplus during past four years.

In the spring of 1889, when the Republican Party came into power, there was a surplus in the Treasury of upwards of 100,000,000 dols. Last year it was barely 10,000,000. This year it will hardly reach 2,000,000 dols., and next year there will probably be a deficit.

The chief causes of this change have been the extravagance of the 51st and 52nd Congresses, the reduction in revenues due to the McKinley Act, and the enormous increase in the payment of pensions. From 1872-79 the sum annually paid for pensions by the United States Government did not exceed 30,000,000 dol. In 1891 it had risen to 124,415,000 dol., and during the present fiscal year it reached a total of over 160,000,000 dol. 15 years after the war there were 250,800 pensioners on the roll. 4 years ago there were less than 500,000, and this year there are over 900,000. Causes of reduction of surplus. Amount paid in pensions.

Remarks on the present Monetary Situation in the United States.

The present fiscal year has been marked by great financial depression in the United States. There has been a vast fall in all sorts of securities dealt in on the New York Stock Exchange, amounting, according to a leading New York newspaper, to a depreciation of no less than 700,000,000 dol. Failures have been numerous all over the country, the total liabilities of all the failures which occurred during the first 6 months of 1893 amounting to 168,000,000 dols., against 62,000,000 dol. for the same period in 1892, showing an increase of 106,000,000 dol. Two great railroad systems, the Richmond Terminal and the Reading have collapsed, and many other roads have been seriously affected. The National Cordage Company, an enormous industrial concern, has been forced into liquidation. Many western Land Companies have suspended, and their suspension has been followed by the stoppage of innumerable small western banks which were doing business with too much credit and too little capital. In short, the year has been most disastrous. Financial depression in United States.

Causes of
depression.

A variety of causes has brought about this state of affairs. A short corn crop and the low price of cotton last autumn cut down railroad earnings and caused much loss to the cotton mills. The iron and steel industries became congested owing to the sudden cessation of railway extension. The farmers in the west found it hard to meet their debts, owing to the low price of wheat, and money was needed to give them relief. The balance of merchandise trade for the first time in many years began to set steadily against the United States, gold began to be exported in alarming proportions, and the great stringency resulting therefrom, forced thousands of speculating accounts into liquidation. But perhaps the chief and fundamental cause of the depression has been the silver legislation of Congress.

History of
silver
legislation in
the United
States.

The history of this legislation is briefly as follows:—

Operations
under Bland
Act.

The operations of the United States mint commenced in 1792 and from that time to 1873 the total amount of silver dollars coined was 8,045,838 dol. In 1873, the coinage of silver was stopped by act of Congress, but in 1878 it was resumed under the Bland Act by the terms of which the Secretary of the Treasury was directed to purchase, and coin into standard silver dollars of 412½ grains each not less than 2,000,000 dol. worth, nor more than 4,000,000 dol. worth, of silver bullion each month. Under this Act the Government purchased 291,292,019 ounces of fine silver at a cost of 308,199,262 dol., and coined it into silver dollars to the amount of 378,196,793 dol. But the silver advocates in Congress were not satisfied with this enormous absorption of silver and on June, 1890, the Senate passed a bill for the unrestricted coinage of silver for individuals into legal dollars at the ratio of 16 to 1, and the issue of paper certificates against such dollars. There was a strong probability that this bill would pass the Lower House, and as a compromise measure the Act of July 14, 1890 (called the Sherman Act), the text of which will be found in the appendix to this Report marked F, was passed, which required the monthly purchase by the Treasury Department of 4,500,000 ounces of silver (instead of 2,000,000 dol. worth as under the Act of 1878), and the coinage into silver dollars, monthly, until July 1, 1891, of 2,000,000 ounces of the silver so purchased, the coinage of silver dollars after that date being left to the discretion of the Secretary of the Treasury.

Sherman Act.

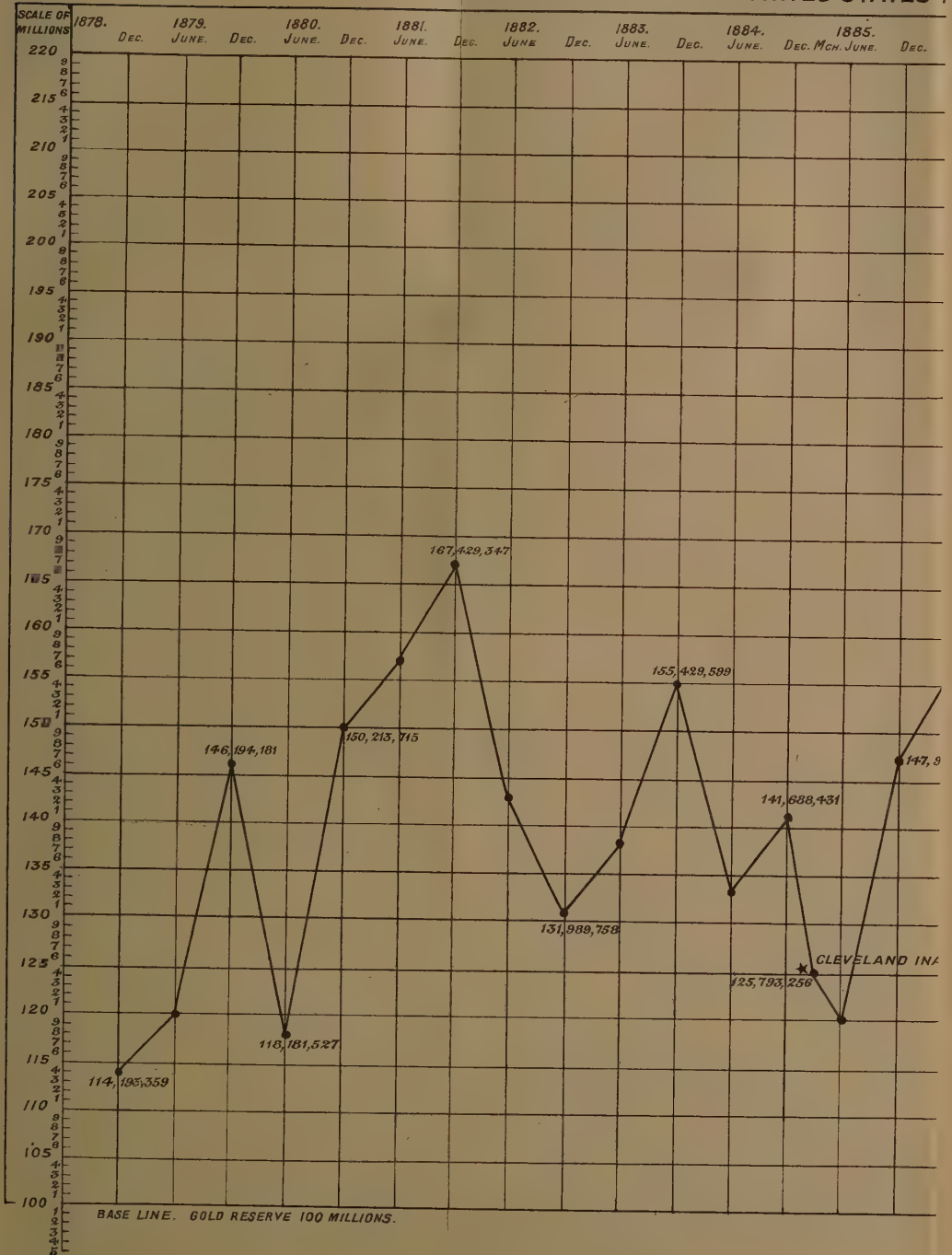
Operations
under
Sherman Act.

Under the operation of this Act the United States Treasury has purchased from August 13, 1890 (when the law went into effect), to June 1, 1893, 152,413,792 ounces of silver at a cost of 143,591,569 dol. Of this there has been coined into silver dollars to June 1, 1893, 30,087,040 dol., making the total coinage of silver dollars (including the re-coinage of trade dollars into standard dollars) from February 28, 1878 to June 1, 1893, 419,332,305 dol. (or more than 50 times as much as was coined during a previous period of 81 years), leaving in the Treasury 123,911,185 ounces of fine silver uncoined.

Loss on
bullion
purchased by

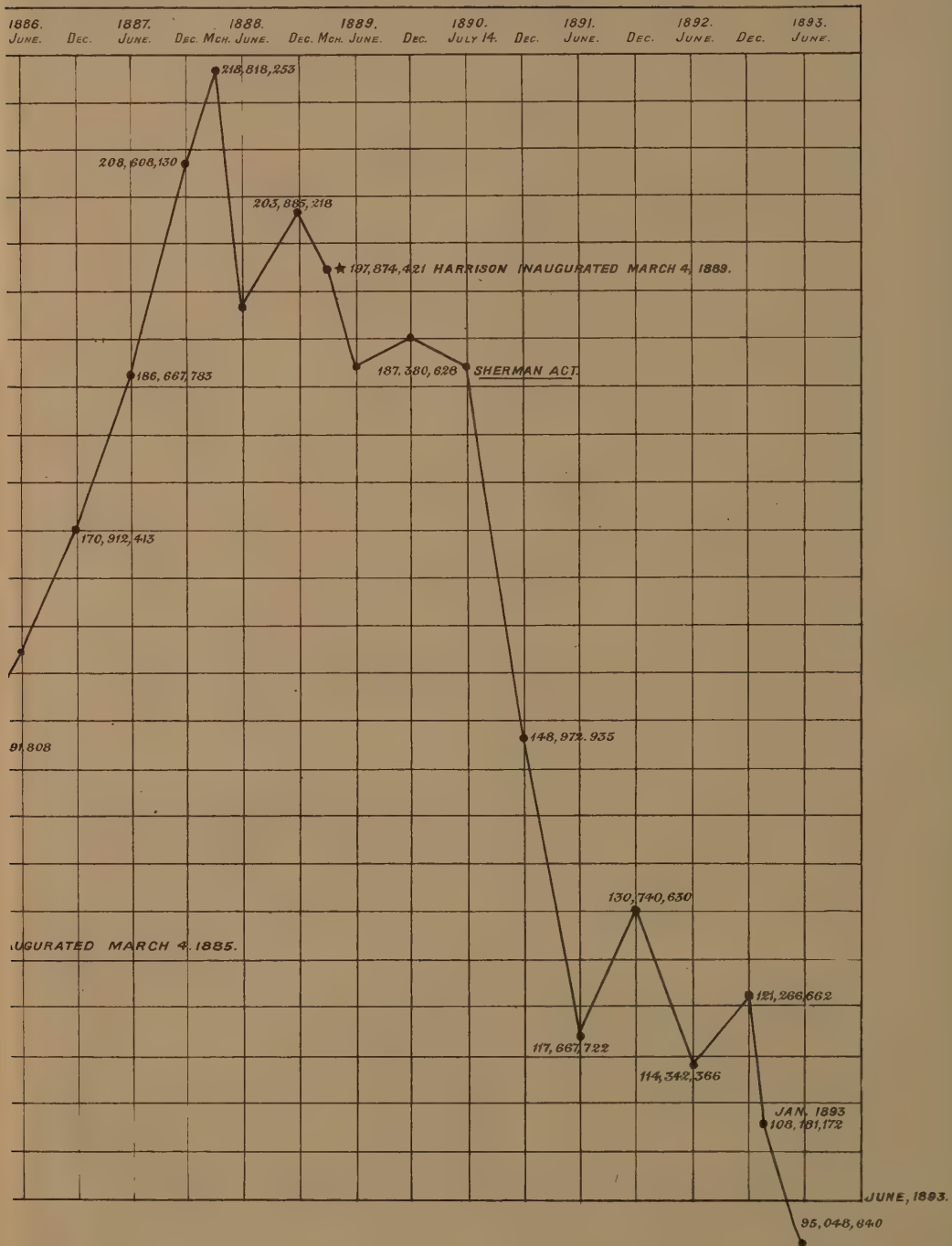
At the market price of silver on June 1, 1893 (83 c. per ounce) the loss on this bullion so purchased by the Government amounted

COURSE OF GOLD IN THE UNITED STATES 7



REASURY FOR THE DATES SPECIFIED.

To face page 19.



on that day to 83,518,628 dol. At the present moment, bar silver ^{the} is only worth 73 c. per ounce, entailing an additional loss of Government. 44,583,432 dol. upon the Government.

In payment of the silver purchased under the Sherman Act the United States Government issue notes payable "in coin." The Act, however, requires the Government to maintain the parity between gold and silver, and in order to comply with this provision, they are forced to redeem the notes in gold or in an amount of silver equal to their face value in gold. Both the Republican and Democratic Secretaries of the Treasury have so interpreted the Act, and under this interpretation, the silver purchased by the Government cannot be used in redemption of the coin notes. A statement issued by the present Secretary of the Treasury, Mr. Carlisle, shows that during the 11 months beginning May 31, 1892, and ending May 1, 1893, the coin notes issued for the purchase of silver bullion, under the Act, amounted to 49,961,184 dol., and that during the same period, the amount of such notes paid in gold was 47,745,173 dol. It thus appears that all the silver bullion purchased during that time, except 2,216,011 dol. worth, was paid for in gold, while the bullion itself is stored in the vaults of the Treasury, and can neither be sold nor used for the payment of any kind of obligation. It, therefore, lies idle, and is of no practical value as an available asset.

Coin notes under Sherman Act cannot be redeemed by silver.

But while the purchase of this bullion every month is made compulsory, no provision has been made to obtain the gold to redeem the coin notes. Every increase in the number of notes involves an obligation to acquire a larger supply of gold. As these notes are forced into circulation, they displace and expel some other form of currency, and as gold is the only money of international value, it is steadily withdrawn from the Treasury for export. The consequence has been that the gold reserves of the Government have been rapidly diminishing, while the gold obligations, through the issue of the coin notes, have been as rapidly increasing. The stock of gold in the Treasury in June, 1890, was 187,380,628 dol., but on June 1, 1893, it had fallen to 95,048,640 dol. or nearly 5,000,000 dol. below the reserve line. In this connection the appended chart, showing the gradual fall since the passing of the Sherman Act, may be found interesting.

No provision made for gold to redeem the coin notes.

Decrease of gold reserves.

But although the Sherman Act, by the volume of paper-money which has been and is still growing into circulation, has greatly aided the exports of gold, it cannot be said to be solely responsible for the large outflow of that metal from the United States during the present year. The demand for the metal by the Austrian Government for the purpose of establishing her currency upon a gold basis has been both large and unusual.

Sherman Act not solely responsible for exports of gold. Other causes for exports of gold.

The balance of the merchandise trade of the United States has been against her for the year, as has before been stated. (See Tables A and B).

And lastly, the enormous sums of money spent annually by Americans abroad and sent home by servants and immigrants

Money spent by Americans abroad

must be taken into consideration. Mr. Foster, the late Secretary of the Treasury, stated, on February 25 last, before the Ways and Means Committee of the House of Representatives appointed to inquire into the condition of the Treasury, that he estimated the amount spent annually by Americans abroad at 120,000,000 dol., and the servant girl fund sent abroad at 12,000,000 dol. Add to this the large sums sent home from the United States by the Chinese and the Italians, and nearly 150,000,000 dol. of the annual gold exports from the United States will be accounted for. Moreover, these exports are more likely to increase than diminish in the future, and they should not, therefore, be overlooked in speculating on the reasons for the continual outflow of gold from the United States.

The following table shows the exports of gold from the United States from 1888 to 1893:—

Exports of
gold.

Year.						Amount.
						Gold Dollars.
1888..	..	..	..	..	..	84,526,447
1889..	..	..	..	..	..	50,933,460
1890..	..	..	..	..	..	24,063,074
1891..	..	..	..	..	..	79,086,581
1892..	..	..	..	..	..	76,532,056
1893 (5 months)	..	..	..	..	..	63,106,266
Total ..						328,247,884

During the same period the imports of gold have amounted to 114,683,035 dol., as follows:—

TABLE showing the Import of Gold Coin and Gold Bullion during the Years 1888-93.

Year.		Port of New York.	Port of San Francisco.	All other Ports.	Total.
		Dollars.	Dollars.	Dollars.	Dollars.
1888	.. ..	6,005,756	3,950,351	1,004,666	10,960,773
1889	.. ..	6,304,267	4,617,871	1,082,494	12,004,632
1890	.. ..	13,212,739	5,806,220	1,211,131	20,230,090
1891	.. ..	31,968,398	10,011,453	2,990,259	44,970,110
1892	.. ..	8,504,513	6,045,917	2,900,516	17,450,946
1893.					
January	.. ..	86,893	36,585	247,365	370,843
February	.. ..	879,605	9,423	368,511	1,257,539
March	.. ..	4,194,134	22,666	2,391,637	6,608,437
April	.. ..	644,071	13,384	146,530	803,985
May	.. ..	25,680	..	..	25,680
Total ..		71,826,056	30,513,870	12,343,109	114,683,035

As will be seen, there was a net loss to the United States during the five years by gold exports of 213,564,849 dol; but the return gold from Europe (all of which comes in at the port of New York) amounted to only 71,826,056 dol., so that the actual loss from exports to Europe was 256,421,828 dol. Loss of gold to United States.

In addition to 380,169,081 silver dol. and silver certificates in circulation on June 1, 1893, there were outstanding at the same date 335,977,323 dol. in United States notes, and 132,505,183 dol. in redeemable-on-demand in gold Treasury notes, with an available gold reserve of 95,000,000 dol.

The amount of money of all kinds in circulation June 1, 1892, was 1,613,572,244 dol., while on June 1, 1893, it was reduced to 1,596,151,901 dol., a reduction of over 17,000,000 dol. in the last year, thus showing that silver purchases do not always increase the currency. Money in circulation in the United States.

The amount of money in circulation per capita among the people of the United States on June 1 of every year from 1873 was as follows:— Circulation per capita.

Year.						Amount.	
						Dol.	c.
1873..	..	..	..	..	..	18	3
1874..	..	..	..	..	..	18	13
1875..	..	..	..	..	..	17	16
1876..	..	..	..	..	..	16	12
1877..	..	..	..	..	..	15	58
1878..	..	..	..	..	..	15	32
1879..	..	..	..	..	..	16	75
1880..	..	..	..	..	..	19	41
1881..	..	..	..	..	..	21	71
1882..	..	..	..	..	..	22	37
1883..	..	..	..	..	..	22	91
1884..	..	..	..	..	..	22	65
1885..	..	..	..	..	..	23	2
1886..	..	..	..	..	..	21	82
1887..	..	..	..	..	..	22	45
1888..	..	..	..	..	..	22	88
1889..	..	..	..	..	..	22	52
1890..	..	..	..	..	..	22	82
1891..	..	..	..	..	..	23	41
1892..	..	..	..	..	..	24	47
1893 (June 1)	..	..	..	..	..	23	88*

* See appendix to this report marked E.

These figures would seem to prove that abundant circulation does not necessarily bring about great prosperity. From 1879 to 1883 the United States enjoyed the most prosperous times of the last 20 years, and the average per capita circulation during that period was 20 dol. 61 c. From 1890 to the present time, a period of great monetary stringency and commercial depression, the average was 23 dol. 65 c.

Gold coin and gold certificates in circulation decreased in the last year 56,790,953 dol., while silver dollars, silver certificates, (1615) Gradual substitution of silver for gold.

and Treasury notes based on silver increased in the same period 41,218,502 dol. The gold receipts of the Government, which in July, 1890, amounted to over 95 per cent. of the total receipts from customs, have fallen to less than 1 per cent.

Substitution
of silver for
gold principal
factor in the
depression.

This substitution of silver for gold has been the principal factor in bringing about the existing depression, for it has produced a thorough distrust abroad and among business men in this country in the ability of the United States to maintain gold payments, the result of which has been the sale of an enormous amount of American securities held by foreigners and a contraction of credits and a general disinclination to undertake new business enterprises in the United States.

Silver
legislation of
no benefit to
the miners.

In examining the results of this silver legislation by Congress, it is difficult to see what benefit the silver mine owners have derived from it, for although its purpose has been to maintain the price of silver, its effect has been to depreciate it.

Fall in silver
after Bland
and Sherman
Acts.

After the passage of the Bland Act, the price of silver fell from 1 dol. 20½ c. per ounce to 92 c. an ounce on May 29 1889; and notwithstanding the enormous purchases of silver under the Act of 1890, silver has fallen from 96 c. an ounce on April 1, 1890, to 73 c. an ounce at the present time, and it has been as low as 62 c. an ounce. Moreover, the stock of uncoined silver stored in the vaults of the Treasury, which represents the product of all the silver mines in this country for the past two years, is a continual menace to the market. Every ounce of silver stored increases the visible supply of the commodity and depreciates the price, and if Congress should direct that it be sold the fact that this huge quantity was for sale would cause a further serious fall in prices.

The Sherman Act has been characterised as "the most absurd financial measure ever adopted by a civilised nation." The confusion in American finances which it has caused has been brought about by the attempt of Congress to compromise an economical principle.

Criticisms of
the silver
legislation by
Mr. Bourke
Cochran.

To quote from a recent article by Mr. Bourke Cochran, one of the most able of the Democratic leaders in the House of Representatives:—"Economic laws are not the product of legislation; they are the result of forces which no one country can affect, and which the continued legislation of all nations could not permanently control. An attempt to compromise an economic law is about as intelligent a proceeding as an attempt to compromise the state of the weather or the course of the seasons. . . . The Bland Act of 1878 and the Sherman Law of 1890 were both compromises between the views entertained by advocates of free coinage and the opponents of it. Both have resulted disastrously to the country, and both are to-day condemned by men of all shades of opinion upon the financial question. If Government cannot control the course of economic laws, its only prudent course is to act in obedience to them so far as they may have been ascertained. There is no sensible middle course between the free coinage of silver and the total demonetisation of silver.

If silver be admitted to coinage at all, it should be admitted freely and fully without any restriction. A limited coinage of any metal forces the Government to become a purchaser of it, and therefore reduces it to the status of a commodity. Whether admitted freely to the mint or totally excluded from it, a metal will always find its natural level. If it be made the subject of Government speculation its commercial value is subject to arbitrary interference, with the inevitable result of depreciation."

The only remedy possible appears to be the repeal of the Sherman Act, and the President has called Congress in special session on August 7 for this purpose. But whether the administration will be able to bring about its unconditional repeal, seems doubtful. The silver advocates are very strong in Congress, and although they are dissatisfied with the operation of the Act, they will make a stubborn fight against its repeal without a substitute or some substantial concession to them. On the other hand, it is thought that the President would not have called an extra session without counting votes beforehand. Chambers of Commerce all over the country are holding meetings in favour of repeal, and there are signs that the great majority of the people of the United States, although they would favour an international bi-metallic agreement, are growing tired of their present monetary isolation.

Should the repeal fail, it is difficult to predict the chaos into which the finances of the United States will be thrown. But should Congress determine in favour of a gold standard, it is certain that the United States will hold a very strong position. For, to again quote Mr. Cochran, "She is not an exporter of luxuries, but of necessities. The things which she has to sell, are the things which are essential to the support of life. Whatever may be the prevailing currency of the world, a large proportion of it must necessarily flow to her shores."

Repeal of the
Sherman Act
the only
remedy.

Chances for
its repeal.

NOTE.—I append statistics in regard to the imports and exports of gold, merchandise, &c., together with tables showing the monetary circulation in the United States which may be found interesting in connection with the above remarks.

Annex A.—TABLE showing the Values of Imports and Exports of the United States for the Month of May, 1893-92, and for the Five, Eleven, and Twelve Months ending May 31, 1893-92.

Description.	For the Month of May.	For the Five Months ending May 31.	For the Eleven Months ending May 31.	For the Twelve Months ending May 31.
	Dollars.	Dollars.	Dollars.	Dollars.
MERCHANDISE.				
1893:—				
Exports—				
Domestic	67,047,479	316,628,096	768,832,333	831,997,692
Foreign	2,426,273	7,689,705	14,653,176	16,376,153
Total	69,473,752	324,317,801	783,485,508	848,373,845
Imports	79,438,795	420,414,292	864,884,719	936,901,287
Excess of imports over exports ...	9,965,043	96,196,491	81,399,211	88,527,442
1892:—				
Exports—				
Domestic	68,600,616	407,867,719	952,516,652	1,008,625,344
Foreign	1,102,863	6,896,897	12,823,159	14,359,201
Total	69,703,479	414,764,616	965,339,811	1,022,984,545
Imports	68,636,171	359,710,973	755,385,894	828,848,119
Excess of exports over imports ...	1,067,308	55,053,643	210,003,917	194,136,426
Imports over exports	...	...	...	...
GOLD AND SILVER COIN AND BULLION.				
1893:—				
Exports—				
Gold, domestic	16,837,387	65,038,088	99,353,008	116,161,828
" foreign	73,262	5,964,956	6,612,942	6,933,625
Total	16,910,649	71,003,044	105,965,950	123,095,453
Silver, domestic	2,300,635	9,976,059	20,522,879	21,953,967
" foreign	764,855	5,552,406	16,191,134	18,182,611
Total	3,065,490	15,528,465	36,714,013	40,136,578
" exports	19,976,139	86,531,509	142,679,963	163,232,031
Imports—				
Gold	1,708,557	10,749,361	20,164,699	20,658,725
Silver	1,772,232	7,986,461	21,607,142	23,764,542
Total	3,480,789	18,735,822	41,771,841	44,423,267
Excess of exports over imports ...	16,495,850	67,795,687	100,908,122	118,608,764
1892:—				
Exports—				
Gold, domestic	3,925,522	19,280,496	26,511,800	42,322,889
" foreign	28,700	5,169,151	6,554,024	6,565,335
Total	3,954,222	24,449,647	33,065,824	48,888,224
Silver, domestic	1,376,576	8,387,622	15,829,925	16,721,398
" foreign	503,093	2,980,099	13,558,069	14,216,162
Total	1,879,669	11,367,721	29,387,994	30,937,500
" exports	5,733,891	35,807,368	62,453,818	79,825,724
Imports—				
Gold	591,159	7,541,582	49,205,428	49,488,334
Silver	1,462,934	5,948,171	17,797,686	18,823,345
Total	2,054,093	13,489,753	67,003,114	68,311,679
Excess of exports over imports ...	3,679,768	22,317,615	4,549,296	11,514,045
Imports over exports	...	...	...	...

Annex B.—TABLE showing Excess of Imports or Exports of Merchandise, Gold and Silver for the same periods.

Month.	Merchandise.		Gold.		Silver.	
	Excess of—		Excess of—		Excess of—	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1891.						
June ..	..	15,867,491	15,539,494	..	523,847	..
July ..	..	4,373,142	5,633,526	..	..	244,408
August ..	..	..	..	1,222,587	1,488,715	..
September ..	6,732,181	..	..	7,106,138	958,168	..
October ..	21,849,348	..	..	16,088,352	807,718	..
November ..	36,040,984	..	..	8,489,763	2,411,194	..
December ..	45,213,030	..	..	5,764,350	754,371	..
December ..	50,487,873	..	..	..	..	..
1892.						
January ..	37,418,786	..	..	305,548	1,235,981	..
February ..	21,254,867	..	3,680,218	..	1,211,329	..
March ..	..	4,740,831	3,225,550	..	1,565,616	..
April ..	..	386,487	7,034,782	..	989,889	..
May ..	1,007,308	..	3,263,063	..	416,735	..
Totals	194,136,426	..	..	600,110	12,114,155	..
.. { 12 months	210,008,917	..	..	16,139,694	11,590,308	..
.. { 11 months	54,553,643	..	16,898,065	..	5,419,550	..
.. { 5 months	..	..	..	..	..	..

TABLE showing Excess of Imports or Exports of Merchandise, Gold and Silver for the same periods—continued.

Month.	Merchandise.		Gold.		Silver.	
	Excess of—		Excess of—		Excess of—	
	Exports. Dollars.	Imports. Dollars.	Exports. Dollars.	Imports. Dollars.	Exports. Dollars.	Imports. Dollars.
1892.						
June ..	..	7,128,231	16,635,477	..	1,265,165	..
July ..	..	13,125,107	10,240,198	..	596,008	..
August ..	..	12,368,892	5,716,699	..	1,701,118	..
September ..	..	10,024,925	2,324,127	..	1,190,606	..
October ..	8,738,157	..	..	2,634,080	12,464	..
November ..	24,488,790	..	..	1,436,665	1,179,003	..
December ..	17,094,257	..	11,339,189	..	2,885,668	..
1893.						
January ..	..	16,101,742	12,213,553	..	2,081,362	..
February ..	..	19,705,216	12,988,068	..	992,307	..
March ..	..	26,048,793	1,504,991	..	1,755,200	..
April ..	..	24,375,697	18,344,979	..	1,419,877	..
May ..	..	9,965,043	16,202,092	..	1,293,258	..
Totals	..	88,527,442	102,436,728	..	16,372,036	..
	..	81,399,211	85,801,251	..	15,106,871	..
	..	96,196,491	60,253,683	..	7,542,004	..

The following tables exhibit the value of merchandise, gold, and silver imported into and exported from the United States, by months, during the last 6 years :—

Annex C.—IMPORTS and Exports of Merchandise.

EXPORTS.

Month.		1887.	1888.	1889.	1890.	1891.	1892.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
June	..	47,957,930	44,626,710	48,267,571	53,111,350	57,594,734	64,888,337
July	..	49,395,912	45,223,289	52,238,219	54,444,832	62,668,893	58,401,758
August	..	55,422,071	46,703,062	59,724,581	56,189,345	72,685,541	64,846,905
September	..	55,255,565	51,934,584	64,996,083	68,693,137	82,854,085	62,908,483
October	..	76,038,439	74,720,389	97,828,446	98,328,646	102,377,243	87,860,919
November	..	75,574,442	76,378,609	93,713,826	88,988,647	110,103,537	97,703,824
December	..	73,229,551	85,757,590	96,901,340	98,451,752	119,335,896	87,545,818
January	..	63,051,010	73,479,999	75,211,638	82,629,991	100,138,336	67,673,669
February	..	56,684,923	53,862,147	70,477,336	74,876,317	86,638,137	59,931,984
March	..	50,743,429	69,120,694	72,625,922	75,314,326	81,829,702	66,516,571
April	..	48,844,265	58,787,462	63,523,315	70,906,976	75,954,362	60,621,825
May	..	47,087,190	52,165,979	57,456,628	58,062,107	68,703,479	69,473,752
Totals	..	699,285,727	738,760,514	852,984,905	879,397,426	1,022,984,545	848,373,845
	..	651,327,797	694,133,804	804,717,334	826,886,076	965,389,811	783,485,508
	..	266,416,817	313,416,281	339,264,839	361,789,717	414,264,616	324,217,801

IMPORTS and Exports of Merchandise—continued.

IMPORTS.

Month.		1887.	1888.	1889.	1890.	1891.	1892.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
June	..	61,232,444	62,920,246	61,209,191	75,434,942	73,462,225	72,016,568
July	..	56,593,226	59,380,645	71,786,938	77,559,304	67,042,035	71,526,865
August	..	65,733,871	58,395,479	65,067,718	61,200,440	65,953,360	77,215,797
September	..	56,017,376	54,193,215	53,685,848	75,939,742	61,504,737	72,933,408
October	..	60,968,257	66,359,522	68,749,155	72,550,279	66,886,259	79,122,782
November	..	59,919,329	53,876,789	58,994,784	64,218,078	64,890,507	73,220,034
December	..	52,111,228	60,586,894	59,896,414	60,802,331	69,448,023	70,451,561
		1888.	1889.	1890.	1891.	1892.	1893.
January	..	58,513,504	68,349,885	63,222,982	62,300,663	62,719,550	88,775,411
February	..	66,855,848	62,086,944	63,258,991	65,979,569	65,388,270	79,637,220
March	..	63,041,249	66,402,687	67,170,507	77,634,836	86,570,533	92,565,364
April	..	60,805,282	65,555,529	71,902,140	81,275,106	76,341,449	84,997,522
May	..	60,482,698	68,734,572	70,138,040	71,993,623	68,696,171	79,438,795
Totals		722,269,312	746,842,707	775,084,658	846,888,913	828,848,119	936,901,287
.. { 12 months		661,036,868	688,922,461	713,875,467	771,453,971	755,385,894	864,884,719
.. { 11 months		309,698,581	331,129,917	335,692,610	359,183,797	359,710,973	420,414,292
.. { 5 months							

Annex D.—Imports and Exports of Gold and Silver.

EXPORTS OF GOLD.

Month.		1887.	1888.	1889.	1890.	1891.	1892.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
June	..	620,316	3,154,276	18,130,874	8,731,366	15,822,400	17,129,503
July	..	495,776	3,828,852	6,281,786	11,860,029	6,662,674	10,782,638
August	..	241,961	191,130	420,176	2,135,853	172,168	6,049,981
September	..	175,917	323,425	289,580	281,627	345,290	3,627,663
October	..	313,503	686,472	2,233,463	495,235	809,595	484,250
November	..	390,136	5,376,262	575,742	567,162	381,949	1,138,647
December	..	365,986	7,725,351	312,920	632,354	254,501	12,879,727
		1888.	1889.	1890.	1891.	1892.	1893.
January	..	624,290	1,197,080	460,969	728,246	246,466	12,584,396
February	..	1,667,018	1,478,208	1,170,690	4,010,146	6,507,180	14,245,607
March	..	2,113,510	4,392,584	1,456,824	5,155,736	6,309,956	8,113,428
April	..	958,087	3,176,014	1,052,365	14,163,116	7,521,823	19,148,964
May	..	7,876,774	13,445,033	288,620	30,550,760	3,854,222	16,910,649
Totals		15,842,274 15,221,958 13,239,679	44,975,687 41,821,411 23,688,919	31,673,999 13,543,125 4,429,458	74,271,620 70,540,254 54,638,004	48,888,224 33,065,824 24,439,647	123,095,453 105,965,950 71,003,044

Imports and Exports of Gold and Silver—continued.

IMPORTS OF GOLD.

Month.		1887.	1888.	1889.	1890.	1891.	1892.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
June	..	505,253	293,170	658,665	385,830	282,906	494,026
July	..	2,177,752	347,046	856,332	1,195,054	1,029,148	542,440
August	..	5,978,776	207,843	497,327	1,724,565	1,894,755	333,282
September	..	14,089,274	1,275,356	2,409,691	1,425,632	7,451,428	1,303,636
October	..	12,889,682	1,222,189	796,988	2,621,688	16,897,947	3,118,330
November	..	1,952,593	1,960,847	1,773,767	1,926,401	8,871,717	2,577,212
December	..	1,805,248	906,500	1,304,550	6,033,013	6,018,551	1,640,588
		1888.	1889.	1890.	1891.	1892.	1893.
January	..	395,471	649,006	1,059,837	1,397,918	552,014	370,843
February	..	1,014,068	817,400	1,476,433	565,304	2,826,962	1,257,539
March	..	2,270,840	680,359	1,622,432	614,170	3,084,406	6,608,437
April	..	748,164	805,753	478,353	233,318	487,041	803,985
May	..	319,279	753,894	280,902	212,648	591,159	1,708,557
Totals		44,146,400	9,919,363	13,216,177	18,335,491	49,488,334	20,658,725
.. { 12 months		43,641,147	9,626,193	12,557,512	17,949,661	49,205,428	20,164,699
.. { 11 months		4,747,822	3,706,412	4,917,957	3,023,358	7,541,582	10,749,361
.. { 5 months							

Imports and Exports of Gold and Silver—continued.

EXPORTS OF SILVER.

Month.		1887.	1888.	1889.	1890.	1891.	1892.
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
June	..	1,747,634	2,461,323	3,207,503	975,759	1,543,506	3,422,565
July	..	2,008,071	2,243,430	2,621,849	2,802,347	1,650,734	2,033,990
August	..	2,057,772	2,295,129	4,223,217	2,021,125	3,149,483	3,361,571
September	..	2,778,800	3,435,275	2,618,238	2,603,338	2,534,573	3,672,151
October	..	2,388,471	2,879,502	4,137,164	571,077	3,230,745	3,507,422
November	..	2,527,183	2,687,291	3,824,176	2,085,226	4,609,713	3,900,217
December	..	3,644,782	3,699,613	3,821,878	2,885,269	2,835,025	4,710,197
January	..	1888.	1889.	1890.	1891.	1892.	1893.
February	..	2,238,301	3,003,471	3,147,285	1,618,464	2,351,598	4,026,442
March	..	2,117,581	2,599,040	2,305,135	1,623,036	2,547,254	3,105,284
April	..	2,325,366	2,511,153	3,121,646	2,071,240	2,416,970	3,005,265
May	..	1,366,264	3,627,807	2,658,776	2,092,618	2,172,230	2,325,984
	..	2,124,030	4,492,734	1,397,646	717,742	1,879,669	3,065,490
Totals	..	27,324,260	35,943,06	37,090,513	22,017,241	30,937,500	40,136,578
	..	25,576,626	33,481,74	33,883,010	21,041,482	29,387,994	36,714,013
	..	10,171,542	16,234,20	12,690,488	8,123,100	11,367,721	15,528,465

(1615)

C

Product of Gold and Silver.

The mines of the United States produced during the calendar year 1891 precious metals as follows :—

	Fine ounces.	Commercial value.	Coining value.
		Dollars.	Dollars.
Gold	1,604,840	33,175,000	33,175,000
Silver.. .. .	58,330,000	57,630,040	75,416,565

The product of the mines and reduction works of the United States, including precious metals contained in foreign material reduced in the United States, was :—

	Fine ounces.
Gold	2,169,863
Silver	69,336,415

The product of gold and silver in the world, based upon returns to the Director of the Mint, was, the same year :—

	Fine ounces.	Commercial value.	Coining value.
		Dollars.	Dollars.
Gold	6,102,893	126,159,000	126,159,000
Silver.. .. .	143,994,000	142,266,000	186,174,000

World's Coinage.

The coinage of gold and silver by the various countries of the world aggregate, for the calendar year 1891, so far as reports have been received :—

	Amount.
	Dollars.
Gold	119,183,735
Silver	135,008,142

Metallic Stock of the United States.

The stock of gold and silver in the United States, based upon official tabulations brought forward from year to year, was, on November 1, 1892, approximately :—

						Amount.
						Dollars.
Gold	..	..	..	..	..	656,041,863
Silver	..	..	..	..	..	587,614,951
Total	..	..	..	..	..	1,243,656,814

Use of Gold and Silver in the Arts and Manufactures.

According to the information gathered by the Bureau of the Mint, the value of the gold and silver used in the industrial arts in the United States during the last calendar year was, approximately: gold, 19,700,000 dol., and silver, 9,630,000 dol., of which 10,697,679 dol. gold, and 7,289,073 dol. silver were new bullion.

Annex E.—STATEMENT showing the Amounts of Money in the United States in the Treasury, and in Circulation from 1860–92.

Year.	Amount of Money in United States.	Amount in Circulation.	Population.	Money per Capita.	Circulation per Capita.
	Dollars.	Dollars.		Dol. c.	Dol. c.
1860	442,102,477	435,407,252	31,443,321	14 6	13 85
1861	452,005,767	448,405,767	32,064,000	14 9	13 98
1862	358,452,079	334,697,744	32,704,000	10 96	10 23
1863	674,867,283	595,394,038	33,565,000	20 23	17 84
1864	705,783,067	639,641,478	34,046,000	20 72	19 67
1865	770,129,765	714,702,995	34,748,000	22 16	20 57
1866	754,327,254	673,488,244	35,469,000	21 27	18 99
1867	728,200,612	661,992,069	36,211,000	20 11	18 28
1868	716,553,678	680,103,661	36,973,000	19 38	18 39
1869	715,351,180	664,452,891	37,756,000	18 95	17 60
1870	722,868,461	675,212,794	38,558,371	18 73	17 50
1871	741,812,174	715,889,005	39,555,000	18 75	18 10
1872	762,721,565	738,309,549	40,596,000	18 70	18 19
1873	774,445,610	751,881,809	41,677,000	18 58	18 04
1874	806,024,781	776,083,031	42,796,000	18 83	18 13
1875	798,273,509	754,101,947	43,951,000	18 16	17 16
1876	790,683,284	727,609,388	45,137,000	17 52	16 12
1877	763,053,847	722,314,883	46,353,000	16 46	15 58
1878	791,253,576	729,132,634	47,598,000	16 62	16 32
1879	1,051,521,541	818,681,793	48,866,000	21 52	16 75
1880	1,205,929,197	973,382,228	50,155,783	24 4	19 41
1881	1,406,541,823	1,114,238,119	51,316,000	27 41	21 71
1882	1,480,531,719	1,174,290,419	52,495,000	28 20	22 37
1883	1,643,489,816	1,230,305,696	53,692,000	30 60	22 91
1884	1,705,454,189	1,243,925,969	54,911,000	31 6	22 65
1885	1,817,658,336	1,292,568,615	56,148,000	32 37	23 2
1886	1,808,559,694	1,252,700,525	57,404,000	31 50	21 82
1887	1,900,442,672	1,317,539,143	58,680,000	32 39	22 45
1888	2,062,955,949	1,372,170,870	59,974,000	34 39	22 88
1889	2,075,350,711	1,380,361,649	61,289,000	33 86	22 52
1890	2,144,226,159	1,429,251,270	62,622,250	34 24	22 82
1891	2,195,224,075	1,497,440,707	63,975,000	34 31	23 41
1892	2,372,599,501	1,601,347,187	65,520,000	36 21	24 44

NOTE.—The difference between the amount of money in the country and the amount in circulation represents the money in the Treasury.

Annex F.—AN Act directing the purchase of silver bullion and the issue of Treasury notes thereon, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby directed to purchase, from time to time, silver bullion to the aggregate amount of four million five hundred thousand ounces, or so much thereof as may be offered in each month, at the market price thereof, not exceeding one dollar for three hundred and seventy-one and twenty-five hundredths grains of pure silver, and to issue in payment for such purchases of silver bullion Treasury notes of the United States to be prepared by the Secretary of the Treasury, in such form and of such denominations, not less than one dollar nor more than one thousand dollars, as he may prescribe, and a sum sufficient to carry into effect the provisions of this Act is hereby appropriated out of any money in the Treasury not otherwise appropriated.

SEC. 2. That the Treasury notes issued in accordance with the provisions of this Act shall be redeemable on demand, in coin, at the Treasury of the United States, or at the office of any assistant treasurer of the United States, and when so redeemed may be reissued; but no greater or less amount of such notes shall be outstanding at any time than the cost of the silver bullion and the standard silver dollars coined therefrom, then held in the Treasury purchased by such notes; and such Treasury notes shall be a legal tender in payment of all debts, public and private, except where otherwise expressly stipulated in the contract, and shall be receivable for customs, taxes, and all public dues, and when so received may be reissued; and such notes, when held by any national banking association, may be counted as a part of its lawful reserve. That upon demand of the holder of any of the Treasury notes herein provided for the Secretary of the Treasury shall, under such regulations as he may prescribe, redeem such notes in gold or silver coin, at his discretion, it being the established policy of the United States to maintain the two metals on a parity with each other upon the present legal ratio, or such ratio as may be provided by law.

SEC. 3. That the Secretary of the Treasury shall each month coin two million ounces of the silver bullion purchased under the provisions of this Act into standard silver dollars until the first day of July, eighteen hundred and ninety-one, and after that time he shall coin of the silver bullion purchased under the provisions of this Act as much as may be necessary to provide for the redemption of the Treasury notes herein provided for, and any gain or seigniorage arising from such coinage shall be accounted for and paid into the Treasury.

SEC. 4. That the silver bullion purchased under the provisions of this Act shall be subject to the requirements of existing law and the regulations of the mint service governing the

methods of determining the amount of pure silver contained, and the amount of charges or deductions, if any, to be made.

SEC. 5. That so much of the Act of February twenty-eighth, eighteen hundred and seventy-eight, entitled "An Act to authorize the coinage of the standard silver dollar and to restore its legal-tender character," as requires the monthly purchase and coinage of the same into silver dollars of not less than two million dollars, nor more than four million dollars' worth of silver bullion, is hereby repealed.

SEC. 6. That upon the passage of this Act the balances standing with the Treasurer of the United States to the respective credits of national banks for deposits made to redeem the circulating notes of such banks, and all deposits thereafter received for like purpose, shall be covered into the Treasury as a miscellaneous receipt, and the Treasury of the United States shall redeem from the general cash in the Treasury the circulating notes of said banks which may come into his possession subject to redemption; and upon the certificate of the Comptroller of the Currency that such notes have been received by him and that they have been destroyed and that no new notes will be issued in their place, reimbursement of their amount shall be made to the Treasurer, under such regulations as the Secretary of the Treasury may prescribe, from an appropriation hereby created, to be known as 'National bank notes: Redemption account,' but the provisions of this Act shall not apply to the deposits received under section three of the Act of June twentieth, eighteen hundred and seventy-four, requiring every National Bank to keep in lawful money with the Treasurer of the United States a sum equal to five per centum of its circulation, to be held and used for the redemption of its circulating notes; and the balance remaining of the deposits so covered shall, at the close of each month, be reported on the monthly public debt statement as debt of the United States bearing no interest.

SEC. 7. That this Act shall take effect thirty days from and after its passage.

Approved, July 14, 1890.

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DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

UNITED STATES.

REPORT FOR THE YEAR 1892

ON THE

AGRICULTURE OF THE STATES OF NEW YORK,
NEW JERSEY, CONNECTICUT, RHODE ISLAND,
AND DELAWARE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 643.

Presented to both Houses of Parliament by Command of Her Majesty,
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No. 1319.

Reference to previous Report, Annual Series No. 643.

UNITED STATES.

NEW YORK.

Consul-General Booker to the Earl of Rosebery.

My Lord, *New York, November 17, 1893.*

I HAVE the honour to transmit herewith a Report upon the Agriculture of the States of New York, New Jersey, Connecticut, Rhode Island, and Delaware.

The Statistics furnished by the United States Department are imperfect and the State Agricultural Departments and Societies furnish none, hence the Report is not as complete as I could wish.

I have, &c.
(Signed) WM. LANE BOOKER.

*Report on the Agriculture of the Consular District of New York
for the Year 1892.*

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Establish-
ment of State
Department
of Agricul-
ture.

Duties of
Commissioner
of Agricul-
ture.

Under an Act of the State Legislature, passed and approved in the spring of this year, a Department of Agriculture was established, charged with the execution of the laws relating to agriculture and agricultural products, the chief of the department to be called Commissioner of Agriculture.

The Dairy Commission established in 1884 has been merged by the Act into the Department of Agriculture. The duties of the Dairy Commission were to see that milk delivered at butter and cheese factories, and sold to customers, should not fall below a certain standard, in fact, that it should be perfectly pure as drawn from the cow. That oleomargarine and kindred products should not be manufactured in this State, or sold in imitation or semblance of butter, the product of the dairy. That adulterated vinegar, or vinegar in imitation or semblance of cyder vinegar should not be manufactured or offered for sale.

The Commissioner of Agriculture is authorised by the Act to appoint a Director of Farmers' Institutes and Assistant Commissioner, and employ such clerks, chemists, agents and counsel as he may deem necessary for the proper enforcement of the laws and the proper administration of the department, who shall receive such compensation as may be fixed by him, and their necessary expenses.

The Commissioner of Agriculture, his assistants and employes shall have full access to all places of business, factories, farms, buildings, carriages, carts and vessels used in the manufacture, sale or transportation within the State of any dairy products, or any imitation thereof, or of any article or product with respect to which any authority is conferred on such Commissioner.

They may examine and open any package, can, or vessel containing or believed to contain any article or product which may be manufactured, sold or exposed for sale in violation of the provisions of the Act, and may inspect the contents therein, and take therefrom samples for analysis.

The Commissioner of Agriculture is authorised to appoint and employ not more than five expert butter and cheese makers, who shall, under his direction, examine and inspect butter and cheese factories, and attend at agricultural fairs, societies and meetings designated by the Commissioner, to impart thereof information as to the best and most improved method of making butter and cheese and improving the quality thereof.

In addition to the duties above set forth, the Commissioner of Agriculture has certain defined ones in connection with the prevention of contagious diseases in fruit trees, with the prevention of diseases among bees, also when any infectious or contagious disease, except tuberculosis and glanders, affecting domestic animals, shall be brought into or break out in the State, he is to promptly suppress the same and to prevent such disease from spreading.

The New York Agricultural Experiment Station established in the Village of Geneva for the purpose of promoting agriculture in the various branches by scientific investigation and experiment,

is under the control and management of a Board of Trustees appointed by the Governor of the State, but the rules and regulations of the Board are subject to the approval of the Commissioner of Agriculture.

The dairy interests of this State are paramount to all others, ^{Dairy} and in addition to the protection afforded consumers by the ^{interests.} stringent regulations against the adulteration of milk, the manufacture or sale of oleomargarine in the State, there is protection against false weights, as the manufacturer of receptacles for the purchase of butter is required before selling the same to brand it with his name and the true weight of the receptacle.

There has been for some years a cheese brand law under which every manufacturer of full milk cheese may put a brand upon each cheese indicating "full milk cheese," and the date when made, and no person shall use such a brand upon any cheese made from milk from which any cream has been taken. The Dairy Commissioner, before the agricultural law of this year, and now the Commissioner of Agriculture, shall issue to the cheese manufacturers on proper application therefor, and under such regulations as to the custody and use thereof as he may prescribe, a uniform stencil brand bearing a suitable device or motto, and the words, "New York State full cream cheese." Every such brand shall be used upon the outside of the cheese and upon the package containing the same, and shall bear a different number for each separate factory. The Dairy Commissioner in his last report states that the cheese brand law continues to grow in favour, and that it is recognised by the wholesale dealer, the retail dealer, and by the exporters as a guarantee that the cheese is full cream whenever the brand is upon it. The Commissioner adds that the demand for State brand cheese will, in his opinion, cause every manufacturer to brand his cream cheese if full cream, and then the problem of branding skim cheese will be solved, as a cheese with no brand on it will be classed as skimmed cheese.

The last report of the Dairy Commissioner gives the number of creameries and cheese factories in the State as 2,000. In some of these establishments the milk is bought and paid for by the hundred pounds; in others the milk is delivered by the patrons to be made into butter and cheese, and the profits to be divided among the patrons in proportion to the quantity of milk delivered by them.

It is estimated that the milk consumed in this city is 63,250,000 gallons, besides 5,000,000 quarts of cream, and nearly 70,000 cases of condensed milk, the product of 2,973 dairies. The value of the milk, butter, and cheese is estimated at about 11,000,000%.

The revenue of the State Agricultural Experiment Station ^{Revenues of} was, in 1892, 68,500 dol. from various sources. ^{experiment}

The United States Agricultural Department appropriates ^{stations.} 15,000 dol. annually for the Cornell University Agricultural Experiment Station at Ithaca in this State, and in 1892 there (1669).

was an appropriation of 35,000 dol. for additions to the equipment of the station.

Work of
experiment
stations.

The experiment stations do very efficient work in every description of experiment which is likely to be useful to farmers, and issue bulletins monthly, which are distributed among all persons interested in agriculture.

The State Experiment Station has issued in the last two years four bulletins on commercial fertilisers, one on the comparison of dairy breeds of cattle with reference to production of butter, eight on the manufacture of cheese, two on fruit growing, one on the influence of copper compounds in soils upon vegetation, the spraying with fungicides for prevention of potato blight, and an analysis of materials used in spraying plants, one on bean diseases, one on celery diseases, and three on feeding experiments with poultry.

The United States Agricultural Department collects and publishes data respecting the researches in agricultural science carried on in this and other countries, in order that the United States and State Experiment Stations may know what is going on in the lines in which they are working, and thus may be able to pursue their investigations with the greatest economy of time, labour, and money.

The United States Experiment Stations issue bulletins, the same as those of the State to those interested in farming giving the result of their investigations. In the issue of these bulletins it is desired to give in the plainest possible manner the gist of experimental research in some one or other of the many important agricultural problems which it is in the province of the stations to investigate and solve. Information is also disseminated through the newspapers.

Agricultural
societies.

There are in this State, besides the New York State Agricultural Society, over 50 county agricultural societies.

The Director of the New York State Agricultural Society writes me in regard to farmers' institutes:—"Our Department of Agriculture at Washington sends out at times when State Boards of Agriculture hold their annual meetings, prominent speakers to treat important questions of special interest to the State where these meetings are held.

"As a representative of the Department I have been sent to different States in this educational line of work, and it has been productive of much good to the agriculture of the States. Thus far the general Government goes. The regular farmers' institutes are held usually under the direction of the State Agricultural Board.

"The Board in New York has for several years placed the entire work in my charge, and the appropriation of 15,000 dol. made annually by the Legislature, which I expend in such manner as to most effectively develop the different interests of the State.

"I select practical and scientific men as instructors, each to fill their special place in the work, and hold institutes in every

county in the State, give two days to each institute, notify the farmers of the county of the dates, and have speakers to treat the special interests of the county where the institute is held.

"The meetings have been largely attended, and I can see a steady improvement in the general agriculture of the State as the result. In fruit-growing districts I hold special floricultural institutes; in dairy districts, experts and dairy scientists are called to the work.

"In one county I held a horse-breeders' institute, and worked up an exhibition of horses to illustrate the instruction of the institute. At this meeting the horses brought to represent the different breeds reached over 1 mile in length, and 5,000 people were in attendance. When I assumed this work there was depression, and much discouragement resting upon the farmers of the State, but by the adoption of the better methods advocated, and from the instruction given, there has been a general improvement in the agricultural condition of this State."

There is one Agricultural College in the State, the "College of Agriculture of Cornell University," and this, as I have stated before, has an experiment station attached to it, subsidised by the Federal Board of Agriculture. Agricultural College.

Horse breeding is an important interest in the State, and great attention is paid to the improvement of the various breeds, varying from the thoroughbred to Clydesdales and Percherons. Horse breeding.

In 1885 a Forest Commission was established by a State Act of Legislature, which later on will be transferred to the Department of Agriculture. The commission has the care, custody, control, and superintendence of the forest preserves. It is its duty to maintain and protect the forests now in the forest preserves, and to promote as far as practicable the further growth of forests thereon; it has charge of the public interests of the State, with regard to forests and tree-planting, and especially with reference to forest fires in every part of the State. In the prosecution of its duties the Forest Commission shall do nothing to prevent the free use of any road, stream or water as the same may have been used, or as may be reasonably required in the prosecution of any lawful business. The forest preserves owned by the State are situated in the counties north of Albany extending to the Canadian border, the greater part of which is within the Adirondack Hills, and the counties west of the Hudson River south of Albany, the greater part of which is within the Catskill Mountain range in which there is a great deal of virgin forest, although a considerable part, especially in the Adirondacks, has been denuded by fires or removed by lumbermen, the latter being mainly the merchantable soft woods. A very large portion of the Adirondack preserve is being formed into a State park as fast as the land can be acquired by purchase, but as there is great difficulty in purchasing from the unwillingness of owners to sell, or from the high price at which it is held, it is proposed to make an arrangement with the owners of land within the limits of the park, that their land shall be managed under the same system Forestry.

and subject to the same rules that govern the park under a concession on the part of the State, that the title to the land shall remain for the time in the present owners, to be enjoyed by them as now, as an offset to a concession on their part, that the public shall have access to their land, and that if the land be offered for sale the State shall have the refusal to purchase. This is considered to be more desirable for all parties than for the State to acquire the land by condemnation. The Act under which the park has been established states that it shall be for ever reserved, maintained and cared for as ground open for the free use of all the people for their health and pleasure and as forest land necessary to the protection of the head waters of the chief rivers of the State and a future timber supply; and shall remain part of the forest preserve.

The Hudson River takes its rise in a pool on the slope of Mount Marcy in the Adirondacks, and there are over 30 lakes within the limits of its watershed.

State appropriations for agricultural purposes.

For purposes of agriculture the State this year has made the following appropriations :—

	Amount.	Remarks.
	Dollars.	
State agriculture	20,000	For distribution
" " " " " "	20,000	For distribution among the county agricultural societies
Western New York Agricultural Society	8,000	For distribution in premiums
New York and New England Agricultural Society	8,000	For distribution in premiums
Interstate Fair Society	8,000	For distribution in premiums
State Agriculture Experiment Station ..	40,000	For general expenses
New York State Dairy Commission ..	10,000	For general expenses
New York Forest Commission	20,000	For general expenses

Product and value of leading cereals of New York.

The product of the leading cereals of the State of New York in 1892 and 1891 is given in the following table :—

Description.	1892.			1891.		
	Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.	Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.
Wheat	513,837	Bushels. 8,405,000	16·20	640,540	Bushels. 10,833,000	16·10
Maize	527,689	17,414,000	33·00	694,323	22,080,000	31·82
Oats	1,383,183	38,729,000	28·00	1,329,984	41,894,000	31·50

There are no available statistics either from the United States or New York Agricultural Department as to other cereals.

In 1886, the last year in which statistics were furnished, there were under—

Description.	Acres.
Barley	350,544
Rye	236,375
Buckwheat	317,663

The north-western counties south of Lake Ontario are still the leading producers of wheat, maize is more distributed through the State.

The value of the leading cereals in 1892 is as follows:—

Description.	Value.	
	Currency.	Sterling.
	Dollars.	£
Wheat	7,144,385	1,471,743
Maize	10,448,242	2,152,340
Oats.. .. .	15,104,358	3,111,500

Hops are grown extensively in the central part of the State.

It is estimated that the yield this year will have been 140,000 to 150,000 bales (180 lbs. each); this is somewhat less than in 1882 owing to unfavourable weather about picking time, which also affected the quality.

Product of hops in New York in 1893.

The product of the leading cereals of the State of New Jersey in 1892 and 1891, is given in the following table:—

Description.	1892.			1891.		
	Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.	Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.
Wheat	124,950	Bushels. 1,737,000	14·30	138,833	Bushels. 2,124,000	15·30
Maize	288,732	9,124,000	31·60	360,915	12,343,000	34·20
Oats	119,287	3,066,000	25·76	138,706	3,884,000	28·00

Product of leading cereals of, and general information about agriculture in, New Jersey.

There are no available statistics for other cereals.

The acreage under cereals is becoming less every year. Rye is produced in some quantity, and buckwheat is grown to a limited extent. There are in the State about 190,000 milch cows, a great portion of the milk from which is sent to Philadelphia.

There is no law in the State prohibiting the manufacture or sale of oleomargarine, but provision is made for its sale under certain regulations, the chief of which is that all packages must

be labelled "imitation butter," and there is a Dairyman's Protective Association to assist the State Board of Agriculture in seeing that the law is complied with.

There are both United States and State Agricultural Experiment Stations, the former receiving an annual subsidy of 15,000 dol., and last year 23,960 dol. for equipment; and the latter 11,000 dol., with last year 15,000 dol. for equipment. There is in the State one agricultural college, which had in 1882, 251 students.

The product of the leading cereals of the State of Connecticut in 1892 and 1891 is given in the following table:—

Product of
leading
cereals of
Connecticut.

Description.	1892.			1891.		
	Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.	Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.
Maize	43,997	Bushels. 1,618,000	Bushels. 34·50	58,663	Bushels. 2,112,000	Bushels. 36·00
Oats	24,473	Bushels. 619,000	Bushels. 25·30	38,239	Bushels. 1,147,000	Bushels. 30·00

Scarcely any wheat is grown, but there is a considerable acreage in rye and buckwheat, but no reliable statistics are available.

The State has both United States and State Experiment Stations; the former receiving an annual subsidy of 7,500 dol. with 23,500 dol. in 1892 for equipment, and the latter 8,000 dol. from the State and 7,500 dol. from the United States, with 14,500 dol. from the State for equipment. There are two colleges with agricultural departments.

The product of the leading cereals of the State of Delaware in 1892 and 1891 are given in the following table:—

Product of
leading
cereals of
Delaware.

Description.	1892.			1891.		
	Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.	Number of Acres in each Crop.	Quantity Produced.	Average Yield per Acre.
Wheat	94,705	Bushels. 1,231,000	Bushels. 13·00	97,634	Bushels. 1,250,000	Bushels. 12·80
Maize	201,893	Bushels. 3,775,000	Bushels. 18·65	232,061	Bushels. 5,105,000	Bushels. 22·00
Oats	22,152	Bushels. 428,000	Bushels. 19·00	24,078	Bushels. 489,000	Bushels. 20·00

There is very little barley and rye grown in the State. Little dairying is done, there being only about 32,000 milch cows in the State.

There is an experiment station receiving a subsidy of 15,000 dol. from the United States, and 33,000 dol. in 1892 for equipment; also 25,000 dol. from the State for equipment. There are two colleges in the State with agricultural departments.

In Rhode Island in 1892 there were only 9,200 acres under Agriculture maize, and 4,200 acres under oats. Scarcely any other grain in Rhode grown. The dairying interests are small, there being only about island. 25,000 milch cows in the State.

There is an experiment station receiving 15,000 dol. annually from the United States, and in 1892 it received 15,000 dol. for equipment from the State. There is an agricultural college, and a college with an agricultural department.

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Reference to previous Report, Annual Series No. 794.

URUGUAY.

MONTEVIDEO.

Mr. Satow to the Earl of Rosebery.

My Lord, *Montevideo, September 1, 1892.*

I HAVE the honour to forward herewith a Report drawn up by Mr. Vice-Consul Grenfell on the Trade of Uruguay for the year 1890, to which he has added whatever statistics were available for the year 1891 and the first half of 1892, as well as some observations on Finance.

I have, &c.
(Signed) ERNEST SATOW.

*Report on the Trade, Commerce, and Finance of the Republic of
Uruguay for the Years 1889-91.*

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Former
report.

The detailed returns for the year 1889 not having been issued at the time when the last report on the trade of the Republic of Uruguay was published the present report will commence with that year.

The Republic of Uruguay, or, as it is officially denominated,

the Oriental Republic of the Uruguay, is situated in the temperate zone of the South American continent between the parallels of latitude $35^{\circ} 5' S.$ and $30^{\circ} 0' S.$ between longitude $53^{\circ} 25' W.$ and $57^{\circ} 42' W.$ It is bounded on the north by the Republic of Brazil, on the east by the South Atlantic, and on the west by the River Uruguay, from which it takes its name and which also divides it from the Argentine Republic; and on the south by the River Plate or "Rio de la Plata." It has a sea coast and river border of some 625 miles, and contains an area of 63,320 square miles.

The predominating aspect of the country is that of an undulating prairie, becoming hilly towards the north and north-west.

No woods or forests, in the strict sense of the word, are to be found, till towards the extreme north-west of the Republic, but firewood is plentifully obtained from the undergrowths and belts of woodlands found on the borders of the various rivers and rivulets.

The most important rivers that traverse the country are the "Santa Lucia" (from which the town of Montevideo is supplied with water by the Montevidian Waterworks Company), the "Rio Negro," "Queguay," "Daiman," "Arapey," and "Yaguaron."

The northern departments, such as Salto, Tucuarembó, Cerro Largo, Minas, Treinta-y-tres, are the actual mining districts, and no doubt, if properly worked and railway communication opened up, are capable of producing good results. Gold, silver, copper, lead, magnesium, and lignite coal exist in certain quantities throughout the above-named districts, and several mines are being worked. The principal gold mining company at present is "The Goldfields of Uruguay Company, Limited," and the 36th ingot of gold, weighing 352 ozs., being the entire yield for the month of March, has just been sent home to England.

From Salto large quantities of the following valuable stones are annually exported, principally to Germany, where they are cut and polished, and otherwise worked up; white and violet amethyst, agate, topaz, onyx, opal, cornelian, crystals of all sorts and colours, marble, granite, and slate are abundantly found close to the surface throughout the Republic.

About 15 miles from Montevideo, in the district of Las Piedras and that of La Paz, fossil remains of those gigantic monsters that inhabited the plains of South America in pre-historic times, such as the paleotherium, mastodon andium, rhinoceros antiquus, melalonix, megatherium, glyptodon ornatus, and the glyptodon clavipes, ichthyosaurus communis, cervus, megaceros, elephas primigenius, and many others are found at from 5 metres to 15 metres below the surface. A very fine collection of these has been made by Mr. Müller, of Montevideo.

No finer climate exists in the world, and few to equal that enjoyed by the inhabitants of Uruguay. In mid-winter, June, the thermometer averages 50 degrees, although at night it a (1409)

Geographical position and other details.

Woods and forests.

Rivers.

Fossil remains.

Climate.

times falls to 32 degrees; so that frost is not unknown; but it has never been known to snow.

Population.

No regular census has ever been taken of the inhabitants, but partial ones have been made in the year 1879 and also in 1890. The statistics of population given for the intermediate years have been based on these, and can, therefore, only be considered as approximations—

							Population.
1879	..	..	..	..	..	..	438,245
1882	..	..	..	..	..	..	505,207
1883	..	..	..	..	..	..	559,668
1884	..	..	..	..	..	..	582,858
1885	..	..	..	..	..	..	590,858
1886	..	..	..	..	..	..	596,463
1887	..	..	..	..	..	..	614,257
1888	..	..	..	..	..	..	648,297
1889	..	..	..	..	..	..	683,493
1890	..	..	..	..	..	..	748,915

For the year 1891 a decrease will probably be found when the official statistics for that year are published, owing to the emigration of labour in consequence of the financial difficulties of the Government.

Statistical
information.

The official detailed statistics for the year 1890 have only just been published, and none as yet for 1891. The figures and totals for the latter year must necessarily, therefore, be those gathered from sources that I have been able to obtain access to in my official capacity, and from private information, but they may be relied on as correct.

Trade.

The financial crisis that overtook the country about the middle of 1890, coupled with the critical state and financial collapse of the Argentine Republic, and the revolution that broke out at the same time in the city of Buenos Ayres, caused a state of panic which paralysed commerce and depressed stocks and securities to such an extent that ruin was widespread. Towards the end of the year great financial houses in London, which had financed River Plate loans and railways, found themselves in difficulties, and unable to render any assistance to the tottering financial position of the Argentine Republic, so that in falling she dragged the Republic of Uruguay with her, and plunged her into the same sea of hopeless ruin and chaos as herself.

The effect of this on the commerce of the country will be seen by the following figures:—

Year.	Imports.	Exports.
	Dollars.	Dollars.
1889..	36,823,863	25,954,107
1890..	32,364,627	29,085,519
1891..	18,978,420	26,998,270

The succeeding figures give the totals for the same years.

Year.	Imports.	Exports.	Total.	Decrease.
	Dollars.	Dollars.	Dollars.	Dollars.
1889	36,823,863	25,954,107	62,777,970	..
1890	32,364,627	29,085,519	61,450,146	1,327,824
1891	18,978,420	26,998,270	45,976,690	16,478,466

Comparing the Imports for the same years we have :—

						Dollars.
1889	..	..	..	..	..	36,823,863
1890	..	..	..	..	..	32,364,626
	Decrease	..	..	..		4, 59
1890	..	..	..	..	..	32,364,627
1891	..	..	..	..	..	18,978,420
	Decrease	..	..	..		13,386,207

In the exports for the same years we have :—

						Dollars.
1889	..	..	..	..	..	25,954,107
1890	..	..	..	..	..	29,085,519
	Increase	..	..	..		3,131,412
1890	..	..	..	..	..	29,085,519
1891	..	..	..	..	..	26,998,270
	Decrease	..	..	..		2,087,249

TABLES showing what Articles of Import and Export have been most effected, notably Piece-Goods, Food and Drinks, Raw Materials, Building Materials, and Machinery during the Years 1889-91.

IMPORTS.

Class and Articles.	Value.		1890.		Percentage.	
	1889.	1890.	Increase.	Decrease.	Increase.	Decrease.
	Dollars.	Dollars.	Dollars.	Dollars.		
I.						
Drinks	4,945,814	4,408,468	...	537,346	...	10·86
II.						
Foods and cereals	8,076,686	6,777,637	...	1,298,849	...	16·08
III.						
Tobacco and cigars	583,369	589,595	6,226	...	·07	...
IV.						
Piece-goods... ..	4,932,201	3,770,977	...	1,161,224	...	22·13
V.						
Ready-made clothing	1,742,814	1,532,206	...	210,608	...	12·48
VI.						
Raw materials, building materials and machinery	8,466,058	8,677,714	211,656	...	2·49	...
VII.						
Miscellaneous : Starch, string, leather, china, glass, matches, iron safes, kerosene, blue, printing paper, watches, candles, dry goods, &c.	8,074,921	6,608,430	...	1,466,491	...	18·16
Total	36,821,868	32,365,227	217,882	4,674,518	...	12·10
Less increase	...	...	...	217,882	...	...
Grand total... ..	...	...	...	4,456,636	...	...

MONTEVIDEO.

7

IMPORTS.

Class and Articles.	Value.		1891.		Percentage.	
	1890.	1891.	Increase.	Decrease.	Increase.	Decrease.
	Dollars.	Dollars.	Dollars.	Dollars.		
I.						
Drinks	4,408,468	2,998,361	...	1,410,107	...	31·98
II.						
Foods and cereals... ..	6,777,837	4,317,318	...	2,460,519	...	36·31
III.						
Tobacco and cigars ...	689,595	273,181	...	316,464	...	53·61
IV.						
Piece-goods	3,770,977	2,561,657	...	1,209,420	...	32·07
V.						
Ready-made clothing ...	1,532,206	1,007,723	...	524,473	...	34·22
VI.						
Raw materials, materials for building	8,677,114	4,516,257	...	4,160,857	...	47·95
VII.						
Miscellaneous : Starch, string, leather, china, glass, matches, iron safes, kerosene, blue, printing paper, watches, candles, dry goods, &c.	6,608,430	3,304,060	...	3,304,370	...	50
Total	32,364,627	18,978,417	...	13,386,210	...	41·35

An increase in the export trade will be noticed for the year 1890 as compared with that of 1889, especially in stock-farm produce, and in that of the saladeros, such as "charqui," hides, hair, bone-ash, &c. Owing to the low prices offered for wool at the close of the shearing season of 1890, which terminated at the end of the month of October, a great quantity was held back from export, calculated to be as much as 51,804,296 lbs., and valued at 1,372,813*l*. at the prices offered. This amount, therefore, being realised in the following year tended considerably to swell the figures for the exports of 1891 and correspondingly diminished those of 1890.

TABLES showing the Values of the Exports and the Differences and Percentages for the Years 1889-90-91.

EXPORTS.

Articles.	Value.		1890.		Percentage.	
	1889.	1890.	Increase.	Decrease.	Increase.	Decrease.
	Dollars.	Dollars.	Dollars.	Dollars.		
Live stock	466,272	544,709	78,437	...	16·84	...
Jerked beef, wool, hides, horns, hair, sheep skins, &c.	23,824,672	26,007,091	2,182,419	...	9·16	...
Agricultural produce ...	373,280	1,234,934	861,654	...	231·09	...
Miscellaneous produce ...	1,221,847	1,253,849	32,002	...	2·61	...
Food supplies for shipping	68,036	44,936	...	23,100	...	33·83
Total	25,954,107	29,085,619	3,131,412	...	12·06	...

EXPORTS.

Articles.	Value.		1891.		Percentage.	
	1890.	1891.	Increase.	Decrease.	Increase.	Decrease.
	Dollars.	Dollars.	Dollars.	Dollars.		
Live stock	544,709	1,610,083	965,374	...	177·22	...
Jerked beef, hides, horns, hair, sheep skins, &c. ...	26,007,091	24,806,604	...	1,201,587	...	4·62
Agricultural produce ...	1,234,934	158,132	...	1,076,802	...	86·38
Miscellaneous produce ...	1,253,849	391,206	...	862,643	...	68·47
Food supply for shipping	44,936	133,343	88,407	...	196·09	...
Total	29,085,619	26,998,268	...	2,087,251	...	7·17

A great falling-off will be observed in the figures representing the total exports for the year 1891, notwithstanding the great increase in the items under the heads of live stock and food supply for shipping.

Immigration.

It is an undeniable fact that the productive and hence the exporting powers of this country have not been developed to the extent they might have been, owing to the paucity of labour. Although the natural increase is in excess of that observed in older and more settled countries, it will be long before Uruguay possesses a population at all in proportion to its area. At present the calculated density is no more than 11·5 to the square mile. The desired multiplication of the inhabitants must for a long time to come depend upon an influx from abroad.

The attempts hitherto made to stimulate immigration by offering free passages, besides being very costly to the State, have for the most part resulted unsatisfactorily. The natural inducements are less than in the neighbouring Argentine Republic, and it seems probable that the best solution is to be found in enterprise and public spirit on the part of the great landowners. For British immigration Uruguay hardly affords a field, the difference of religion, habits, language, Government, &c., are strongly against

it; but for immigrants from Southern Europe it is a most suitable country.

During the last 30 years foreign commerce has very much increased, especially in the amount of the imports; while on the other hand the amount of exports have remained comparatively stationary for the last 10 years.

In the year 1882 the exports were valued at 22,062,934 dol., and in the year 1891 at 22,998,278 dol.; while the imports for the year 1881 were valued at 18,174,800 dol., and in the year 1889 at 36,823,763 dol. But in the year 1891 they fell off to 18,978,420 dol.

The financial difficulties in which the country became involved in the year 1891 probably have been the cause of the enormous diminution of the imports for that year. The increase of the population, more especially of the towns, by the flow of immigration that has of late years set into the Republic from Europe, and the development of more luxurious tastes and requirements have probably tended to augment the figures representing the value of the imports of latter years. This was certainly the case in the year 1889, when the country was inundated with the proceeds of loans contracted abroad, and means were facilitated for indulgence in expensive habits and ambitious display to an extent hitherto unknown. No corresponding extension of the indigenous means of production has, however, manifested itself, and the exports have accordingly not increased in the same ratio.

I will now endeavour, in as few words as possible, to describe the most important articles of export.

Under the head of farm produce and jerked beef we have 90 per cent. of the whole exportation; the former consists of wool, sheep-skins, sun-dried hides, horns, hoofs, tallow, hair (horse), bones: the latter is sun-dried beef. Agricultural products consist of wheat, flour, alfalfa (lucerne), corn, and barley. Paying-stones, flag-stones, sand, and curb-stones are shipped in large quantities to the Argentine Republic.

Uruguay is well adapted for cattle breeding, the grasses being of sufficiently good quality, and there being no want of water throughout the year.

The official statistics for the year 1889 give 5,519,856 as the number of head of cattle then existing in the country, and 5,281,522 for 1890.

The sheep of Uruguay are principally valued for their wool, which is of good quality. The fleeces, however, are of no great weight, 4 lbs. being the average in an unwashed condition. The carcasses are small and light; the mutton is not of the best class as compared with that of other countries. The quantity of wool exported, and the official value of the same for the year 1889 is given as 45,433,529 kilos. (98,863,469 lbs.), valued at 9,149,432 dol. (1,946,637*l.*); for the year 1890, 21,930,517 kilos. (47,740,388 lbs.), and valued at 7,865,811 dol. (1,673,576*l.*). Although the relative proportions of the amounts and values for

Foreign
commerce

Domestic
animals.
Cattle:
Number of

Sheep:
Amount and
value of wool.

the last named years appear at variance with each other, yet this is to be accounted for by the low price of wool during the first three months of 1889, and the increase in value during the first three months of the year 1890.

As already stated elsewhere, a great quantity of the wool crop of 1890 was not exported till the year 1891. This explains the diminution in the figures given as the amount of wool exported for the year 1890.

An attempt was made some years ago to export sheep from the Republic of Uruguay to England in a frozen State; but the venture met with no success, probably owing to the meat of the merino breed being of an inferior quality.

Horses. The horses of the country are hardy, sound, useful animals, averaging 14 hands 2 inches in height. They are bred in the plains where they roam about in herds in a semi-wild state, and are seldom broken in before the age of five or six years. Their value varies from 8s. to 10s. for mares, and from 2*l.* to 3*l.* for unbroken colts; and ordinary saddle horses are worth from 5*l.* to 6*l.* a-piece. Mares are seldom or never ridden or driven, but great numbers are killed annually for their hides and grease for exportation. During the last five or six years the English thoroughbred horse has been introduced into the country, with an idea of improving the native breed.

Trade. In the following figures will be seen the amount of the imports and exports, subject to and free of duty, for the year 1890, and the percentage:—

	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	Dollars.		Dollars.	
Subject to duty ..	26,429,206	81·66	1,036,331	3·56
Free from duty ..	5,935,421	18·34	28,049,188	96·44
Total	32,364,627	100·00	29,085,519	100·00

For the year 1891 we have the following figures:—

	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	Dollars.		Dollars.	
Subject to duty ..	16,375,141	86·74	3,542,173	13·12
Free from duty ..	2,503,279	13·26	23,456,079	86·80
Total	18,878,420	100·00	26,998,252	99·92

TABLES showing the Official Values declared in accordance with the Custom-house Tariff of the Imports from and Exports to the various Countries in Commercial Relations with the Republic of Uruguay and the several Percentages of the Totals for the Years 1889-90. Official values

IMPORTS.

Country.	1889.		1890.	
	Value.	Percentage.	Value.	Percentage.
	Dollars.		Dollars.	
Great Britain	10,471,610	28.44	8,802,378	27.17
France	5,515,915	14.98	5,099,456	15.74
Italy	3,260,524	8.86	2,629,663	8.12
Brazil	2,504,692	6.80	2,472,786	7.64
United States of America	3,411,601	9.26	2,444,936	7.55
Germany	3,431,830	9.32	2,809,315	8.67
Spain	2,615,153	7.10	2,174,181	6.71
Belgium	1,625,894	4.42	1,495,667	4.59
Cuba	186,373	0.51	192,588	0.60
Argentine Republic ..	1,450,057	3.93	2,643,328	8.16
Various countries ..	2,350,214	6.38	1,631,849	5.05
Total	36,823,863	100.00	32,394,647	100.00
Equiv. in sterling £	7,834,864	...	6,892,444	...

EXPORTS.

Country.	1889.		1890.	
	Value.	Percentage.	Value.	Percentage.
	Dollars.		Dollars.	
Great Britain	3,551,623	13.69	3,946,347	13.56
France	5,223,743	20.12	6,120,965	21.04
Italy	381,823	1.47	358,646	1.23
Brazil	3,295,485	12.69	3,278,774	11.27
United States of America	1,441,310	5.55	2,004,217	6.89
Germany	1,299,731	5.01	1,019,578	3.51
Spain	866,746	1.41	241,646	0.83
Belgium	4,110,773	15.84	3,140,624	10.80
Cuba	249,917	0.96	234,131	0.81
Argentine Republic ..	2,289,552	8.82	2,550,740	8.77
Various countries ..	3,743,484	14.43	6,190,854	21.29
Total	26,954,107	100.00	29,085,519	100.00
Equiv. in sterling £	5,522,120	...	6,188,408	...

By the foregoing figures it has been shown that Great Britain is well ahead of any other nation as an exporter of goods to the Republic of Uruguay, but other nations are sparing no efforts in the endeavour to deprive her of her supremacy, and trade-marks and brands used by British mercantile houses are

British goods,
supremacy of.

imitated, and inferior articles thus introduced into Uruguay are sold under false pretences to the public at a cheaper rate as British goods.

Great Britain continues to hold the field almost uncontested in the following articles:—Coal, copper, carpeting, cloth, cotton, piece goods, cotton-handkerchiefs, bagging, baize, lead, lead-piping, tin-plates, steel, iron-bars and plates, iron-roofing, iron-hoops, iron-piping, kerseymeres, linen goods, linseed, paint, pipes (earthenware), tea, saddlery and harnesses, salt, soda (carbonate), hats, woollen mixtures.

Rivalry.

She is also first in the following, but closely followed by some of her rivals:—Arms and accoutrements (Belgium); canvas (strong rival in the United States); coverlets and blankets of wool and woollen mixture and cotton (Germany, France); gunpowder and dynamite (Germany); linen piece-goods (Belgium, France, Germany); iron manufactures (Belgium, France, Germany); looking-glasses (Belgium, Germany); machinery (France, Belgium, Germany); ponchos (Italy); Portland and Roman cement (France); pottery and porcelain (Germany, France); sheep-wash (Germany); elastic-webbing for boots (Belgium, France); wire for fencing (Germany, Belgium); writing materials and educational appliances (France, Germany).

French goods.

France is first in bitters, kid gloves, stearine, brandy, liquors, rum, and champagne. In other articles she has competitors: preserves (England very closely); mustard (England); potatoes (Chile); bitters (Italy); printed books (Great Britain, Italy); brandy (Great Britain); carriages (Great Britain); tools and appliances for carriages (Great Britain, Belgium, Germany); chocolate (Great Britain, Spain); ready-made clothing for women (Great Britain, France); corks (Germany, Great Britain); men's cotton shirts (Germany, Great Britain); cotton wick (Great Britain, United States); drugs (Great Britain, Germany); jewellery (Germany); leather, various sorts (Great Britain, Belgium, Germany); match-boxes (Italy); mercury (Germany, Great Britain); perfumery (Great Britain, United States, Germany); sardines in oil (Spain, Great Britain); silk cravats (Great Britain); silk handkerchiefs (Great Britain, Germany); silk mixtures (Great Britain, Germany); silk piece goods (Great Britain); silver plate (Germany); earthenware tiles (Belgium); tinned provisions (Italy and Spain); umbrellas (Great Britain, Germany, Italy); gold and silver watches (Germany); wines in bottle (Italy); woollen piece goods (Great Britain, Germany); and woollen socks (Great Britain).

German trade.

Germany is supreme in indigo, pianos, salt cod, schnapps, and woollen mufflers. She has to contend with rivals in acids (France); empty bottles (France); collars and cuffs (France, Great Britain); cotton socks (Great Britain); flannel (Great Britain, France); furniture (Great Britain, United States, France); gin (Belgium, Holland); malt (Belgium); millinery (Great Britain); pack thread (Great Britain, Belgium, United

States); printing paper (Great Britain); rice (Italy); sewing-machines (United States, Great Britain); spirits of wine (Cuba); and women's stays (France, Great Britain).

Italy has almost a monopoly in chestnuts, dried figs, marble, Italian trade. salt beef and pork, brown paper, string, whip-cord, and twine. She also sends half the supply of cheese and butter. In the following articles she has competitors:—Singlets (Great Britain), France, and Germany); towels and napkins (Great Britain); drawers (Great Britain, France, and Germany); vermouth and ferney (France). Of olive oil she furnishes on an average six times as much as Spain and ten times as much as France. Rope (Great Britain); ponchos (Great Britain).

Spain sends principally wines of an inferior quality, such as Spanish trade. "priorato," "carlon," "val de peña," and "vino seco;" all of these are red wines, with the exception of the last, which is a very common class of sherry. In the year 1889 the total value of red and white wines imported into the country, not including champagne, amounted to 4,139,170 dol. Spain contributed 2,014,036 dol.; Italy, 1,141,557 dol.; and France 804,532 dol. But in 1890 the total amounted to 363,249 dol.; and Spain comes first with 1,575,114 dols.; France next, with 1,042,347 dol.; and Italy follows with 813,545 dol. Spain also sends almonds, raisins, olives, spices, and bay-salt.

A large amount of timber comes from the United States, United States especially pine of various sorts. They also supply the greater trade. proportion of agricultural machinery and implements, Great Britain being their most formidable competitor. This will be clearly seen from the following table:—

	Value.	
	1889.	1890.
	Dollars.	Dollars.
Totals	43,508	32,358
United States	32,008	1,094
Great Britain	11,130	28,016
Argentine Republic	370	3,068

The portion imported from the Argentine Republic is probably of United States origin. In the year 1889 all the mowing machines were supplied by the United States and all the thrashing machines, but for the year 1890 they only contributed 1,200 dol. in mowing machines, whilst the Argentine Republic sent 1,620 dol., and Great Britain only 180 dol. In the same year they supplied in thrashing machines 500 dols., and Great Britain 3,600 dol. The United States supply half the clocks, their principal competitor being Germany.

Belgium has all the trade in iron beams for house building, Belgian trade. but she also sends sheet-glass (competitor Great Britain); glass

and crystal (Germany, Great Britain, France); white paper (Italy, Germany, Great Britain); hops (Germany); starch (United States); stearine candles (Germany, Great Britain); and zinc (Germany, Great Britain).

Cuban trade. Cuba sends nearly all the caña (white rum), and most of the cigars and cut tobacco for cigarettes.

Increase and decrease in imports from Great Britain for 1889-90-91.

From the foregoing tables it will be seen that Great Britain, in some cases, has increased, and in others decreased, her supply of certain goods, but this, I think, has been, to a certain extent, governed by the demand, although from want of sufficient knowledge on the part of merchants and manufacturers, as has been already stated, a good deal of the iron trade, once entirely in her hands, has passed to Belgium and Germany. On the other hand, she has made great strides in the introduction of her woollen manufactures and in agricultural machinery and implements. Belgium, however, has become a formidable rival, having trebled her iron imports of all sorts. Great Britain has increased her supply of thrashing machinery, formerly in the uncontested hands of the United States, and she has doubled her supply of sugar, but lost entirely that of wheaten flour, the Argentine Republic having now the monopoly of this latter article. In table salt she has increased the amount so considerably that it may be said she has the market in that commodity entirely to herself. In the following articles Great Britain has lost ground:—Cotton, cotton mixtures, linen and silk goods, but has gained in merceries of all kinds. Of ponchos she furnishes only half the amount she used to formerly, France and Italy having secured a share in this business. In straw hats and fabrics she has gained the foremost place with three times her former contribution. She has doubled her supply of oil for machinery. Of steel she sent one-half less, as also of tools for machinery. In steel wire for fencing there is a decrease of 50 per cent. In ploughs there is an increase of 50 per cent., and in earthenware piping for main drains 15 per cent., and out of a total of metal piping of 55,973 dol. she sent 54,942 dol.; of sleepers for railways only one-half the former number and four times the amount of fire-bricks; of machinery, twice as much, France and Germany each contributing an equal amount. Great Britain has sent 50 per cent. more pick-axes and twice the amount of rails, and three times the amount of Portland cement. She has sent one-fifth less kid skins, and half the amount of sheep-wash, and twice as much sewing thread, but has lost the trade in kerosene. In porcelain earthenware she has decreased one-half in her supply. In gunpowder and dynamite only one-seventh the amount has been credited to Great Britain, but in soda she has sent three times, and in saddlery twice as much as in the last year previous to that under review.

It will be thus seen that Great Britain has maintained her leading position as a trading nation with Uruguay, and if in a few instances she has not supplied the same quantities as before, such as railway plant, rails, &c., it has been simply from the falling-off of the demand. In iron beams for building purposes, Belgium

has completely monopolised the trade, to the exclusion of Great Britain, also in lamps, fire arms, and iron manufactures in general. Probably the cheapness and not the quality of these articles have attracted the attention of the public of this country, to the benefit of Belgium.

Germany supplies Uruguay with three times as much beer as ^{German} France and twice as much as Great Britain; this is not to be ^{trade.} wondered at, as the light quality is much better suited for consumption in this country than the stronger ales of Great Britain. There are now several breweries in Uruguay that are owned or managed by Germans, for which Germany supplies the malt and Belgium the hops.

Germany is pre-eminent in supplying furniture, cheapness and showiness being their principal merit and recommendation to the buyers of such articles in Uruguay. It may here be remarked that the superior solidity, simplicity, and comfort of British furniture is gradually asserting itself and gaining ground. In pianos Germany has the field to herself up to the present.

England supplies the tea imported to Uruguay, and of late she ^{Tea.} has introduced Indian tea with some success.

The conclusion of most of the railway enterprises has naturally ^{Iron.} curtailed the demand for rails, &c.

The United States supply most of the agricultural machinery ^{Agricultural} and implements, including reaping and mowing machines, ploughs, ^{machinery.} and ploughshares. Great Britain holds the supremacy in thrashing machines and in hoes, spades, pick-axes, and rakes.

It may be here mentioned that the Merchandise Marks Act ^{Merchandise} has had a beneficial effect in checking the exportation from Great ^{Marks Act.} Britain of foreign goods as British goods. British goods, from their superior quality and manufacture, command higher prices, in some cases to the extent of some 10 per cent. to 20 per cent. The British manufacturer need not fear the competition growing up in foreign countries as long as the high reputation attained is not imperilled by a desire to compete in quantity and not in quality.

It is said that there has been a want of enterprise on the part ^{Observations} of the British merchants and traders, and that they allow them- ^{on British} selves to be pushed out of the market by their active and energetic ^{commerce.} rivals. There can be no doubt that great efforts are being made by Germans and others to obtain as much as possible of the import trade of Uruguay now held by Great Britain, in some instances almost as a monopoly. British merchants and manufacturers should see the necessity of studying the requirements of this market more fully, and should show less indifference to the competition of other nations if they desire to maintain their present supremacy, for trade once lost is not easily regained.

By referring to the tables and figures already given it will be noticed that although there has been a considerable decrease in the general trade between Great Britain and this country for the years 1889-90-91, there has been a proportionate diminution in the trade of rival countries.

Recent events have greatly shaken commercial confidence in the fancied prosperity of Uruguay. Great Britain, as well as other nations, has restricted her trade accordingly. It is natural to suppose that as soon as confidence is restored trade with Uruguay will assume its normal proportions. It is well-known that the accumulation of the savings of the inhabitants is very large, and that notwithstanding the low rate of interest obtained from the local banks, these savings are not invested, but simply deposited there awaiting the course of events.

Bubbles of every description have burst, wild speculation has come to an end, stupendous schemes and undertakings have received their death blow, and property, stocks, securities, and even labour have settled down to their probable real commercial value.

Imports and
exports
subject to and
free of
duty.

TABLES showing the Imports and Exports Subject to or Free of Duty for the Years 1889-90.

IMPORTS, 1889.

Country.	Subject to Duty.	Free of Duty.	Total.
	Dollars.	Dollars.	Dollars.
Great Britain	8,166,491	2,305,119	10,471,610
France	5,356,100	159,812	5,515,913
Germany	3,015,099	416,731	3,431,830
United States of America ..	3,054,791	356,810	3,411,601
Italy	3,217,205	43,319	3,260,524
Spain	2,566,867	48,286	2,615,153
Brazil	1,552,352	951,842	2,504,694
Belgium.. ..	1,287,493	338,401	1,625,894
Argentine Republic	952,068	496,989	1,449,057
Other Nations	2,132,283	405,804	2,537,587
Total	31,301,249	5,522,614	36,823,863
Equivalent in sterling £	6,659,840	1,175,024	7,834,864

IMPORTS, 1890.

Country.	Subject to Duty.	Free of Duty.	Total.
	Dollars.	Dollars.	Dollars.
Great Britain	6,343,451	2,423,927	8,772,378
France	4,960,659	138,777	5,099,436
Germany	2,378,174	431,141	2,809,315
Argentine Republic	1,717,840	925,488	2,643,328
Italy	2,584,605	44,058	2,628,663
Brazil	1,546,992	925,794	2,472,786
United States of America ..	2,109,889	335,047	2,444,936
Spain	2,116,901	57,280	2,174,181
Belgium.. ..	1,285,643	210,024	1,495,667
Other nations	1,380,052	1,081,885	2,461,937
Total	26,429,306	6,573,421	33,002,627
Equivalent in sterling £	5,623,235	1,398,600	7,021,835

MONTEVIDEO.

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EXPORTS, 1889.

Country.	Subject to Duty.	Free of Duty.	Total.
	Dollars.	Dollars.	Dollars.
Great Britain	5,801	3,545,822	3,551,623
France	180	5,223,563	5,223,743
Germany	100	1,299,631	1,299,731
United States of America ..	4,939	1,436,371	1,441,310
Italy	650	381,173	381,823
Spain	215	366,531	366,746
Brazil	756	3,294,729	3,295,485
Belgium		4,110,773	4,110,773
Argentine Republic	544,078	1,745,474	2,289,552
Other Nations	61,976	3,931,345	3,993,321
Total	618,695	25,335,412	25,954,107
Equivalent in sterling £	131,637	5,390,511	5,522,149

EXPORTS, 1890.

Country.	Subject to Duty.	Free of Duty.	Total.
	Dollars.	Dollars.	Dollars.
Great Britain	3,680	3,942,667	3,946,347
France	263	6,120,697	6,120,935
Germany		1,019,575	1,019,575
Argentine Republic	629,918	1,920,822	2,550,740
Italy	150	358,496	358,646
Brazil	398,057	2,380,717	3,278,774
United States of America ..	40	2,001,177	2,004,217
Spain	220	241,426	241,646
Belgium		3,140,624	3,140,624
Other Nations	2,998	6,422,987	6,424,015
Total	1,036,331	23,049,188	29,085,519
Equivalent in sterling £	220,495	5,967,910	6,188,410

RECAPITULATION OF IMPORTS AND EXPORTS.

Country.	1889.	1890.
	Dollars.	Dollars.
Great Britain	14,023,233	12,718,725
France	10,739,653	11,220,401
Germany	4,781,561	3,828,990
Argentine Republic	3,739,609	5,194,068
Italy	3,642,347	2,937,309
Brazil	5,800,177	5,751,560
United States of America ..	4,852,911	4,449,153
Spain	2,981,899	2,415,327
Belgium	5,736,667	4,636,291
Other Nations	6,529,908	8,247,322
Total	62,777,970	61,450,146
Equivalent in sterling £	13,357,249	13,076,411

Roads and
bridges and
agriculture.

Practically speaking, neither made roads nor bridges exist in the Republic of Uruguay. The law enacts that owners of land shall be liable to give up a width of 19 yards for public roads between the boundary fences of the estates where necessary; beyond this nothing else is done, nor is any attempt made to keep even these in order. Constant traffic soon renders these embryonic roads utterly useless, especially in winter and wet weather, and transit often becomes impossible. Travelling was infinitely easier before the estates were fenced in, as each person chose his own route, and naturally avoided tracks that had from continued use become converted into deep ruts and sloughs.

Good roads might easily be made, since all the necessary materials are everywhere to be found at hand, such as stone, gravel, lime, and sand.

As yet there is but one road-making machine in the country. This has been used with excellent results in the suburbs of Montevideo, and has given great satisfaction. Great expense will often be incurred in the rural districts on account of the state of the roads under ordinary circumstances, and it frequently costs more to cart grain, &c., for a short distance than the railway charges would amount to for conveyance to the port for shipment. The want of bridges is still more felt, for there are cases, not infrequent ones, of the roads being transitable, while the rivers are not, from ordinary rain, floods, and various causes. The movement of cattle is very great in this country throughout the year. The non-existence of good roads and bridges causes the animals to become wearied and emaciated in transit, so that they usually arrive at their destination in a pitiful state and unfit for human food, thus losing much of their saleable value.

Frozen meat.

If the above drawbacks to locomotion were removed it is not impossible that an export trade with Great Britain in live stock, frozen meat, or even canned meat, might spring up, provided also that proper wharves for shipment were built at the various ports.

Superiority of
cattle of
Uruguay.

The cattle of Uruguay are better in quality than those bred in the greater part of the Argentine Republic, probably owing to the superior suitability of pasture in this country to the bovine tribe, while on the other hand sheep are inferior, because the grasses in general of Uruguay are not so suited to that class of animal.

The Argentine Republic exports many millions of frozen carcasses both of cattle and sheep to Great Britain and the continent of Europe, and there can be no doubt that Uruguay could do the same as far as cattle are concerned had she better means of placing this natural product and source of wealth of the country on board the shipping which lies at anchor in her harbours waiting for freight, and not seldom forced to leave the port in ballast for want of cargo.

Horses.

Horses in Uruguay are bred in a semi-wild state, and scattered over large tracts of land; it therefore requires time and labour to gather them together and drive them into the "corral" (stock-yard). The whole work of branding, selecting colts for breaking-

in, and those colts and mares that are to be sent to the slaughter-houses, cutting off mares' manes and tails (for horsehair), is done in the "corral."

The colts fit for taming and breaking-in are singled out and ^{Breaking-in}lassoed. Strong raw hide head-stalls are then put on their heads, ^{colts.} and they are secured by these to posts set firmly in the ground, at which they tug and strain in vain efforts to break away. After they have been thus tied up for several hours, and have tired themselves out to a great extent, they are saddled by main force with the native saddle called a "recado."

This singular though most useful riding gear is also the ^{The native}Gaucha's bed. It is as follows:—First two thick woollen cloths ^{saddle.} are placed on the back of the horse; over these comes the raw hide saddle-cloth; then comes the seat, often made of wood, and not unlike the tree of an ordinary English saddle, only it is of the same width from the pommel to the cant, and covered with raw hide; the shape leaves room for free passage of air underneath, and room for the play of the backbone of the horse, thus sore backs are avoided. These are bound together by a strong girth ("cincha") that goes round the animal and is drawn tight by aid of rings and thongs; then comes a sheep-skin, and finally over all a piece of water-hog skin also tied on by a raw hide surcingle. Stirrups are not used by the Gauchos except on feast days and holidays. They prefer riding bare-footed and bare-legged, and have a peculiar and facile method of vaulting on a horse even in motion, which enables them to mount without stirrups. The foot is rested when riding by grasping with the toes a thong that is knotted at the end and that hangs from the saddle like ordinary stirrup leathers.

The first bit that is put into the mouth of a young colt is ^{Bit.} simply a greased thong tied round the lower jaw of the animal, and the reins are fastened to this. This completes the riding paraphernalia of the Gaucho.

As soon as the animal has ceased trying to get rid of all this gear so strange to him, the rough rider takes him clear of the post and corral, and seizing him firmly by the ear springs into the saddle. Then follows a combat between horse and man, which ends, with rare exceptions, in favour of the latter. The colt is then unsaddled and tied firmly to the same post and left there till the evening, when he again is saddled and mounted. A second struggle takes place, but of a less severe nature, and after several attempts to get rid of his rider, he, as a rule, submits to his new master.

This primitive way of breaking-in the horse, however, is not now carried out with the better animal now being reared in the country by crossing with English thoroughbreds, as the system is too rough and dangerous, and thoroughly breaks the pluck and spirit of the animal.

The Moorish ring-bit is the one used for ordinary riding purposes, and on account of its severity a habit of riding with loose risen has been acquired by the horsemen of Uruguay. The

animal never attempts to pull at the bridle for the same reason, but obeys instantaneously the slightest touch of the reins, and can be ridden by the merest child. Mares of the native breed are seldom or never ridden, being as a rule small and unshapely. It is not an uncommon sight to see a native Gaucho (half-caste Indian) present himself to be hired on an estate as "peon" (farm servant), with a troop of 10 horses to 12 horses of his own, all of which, if he is engaged, the employer has to keep for him in pasture, and which are never used in the ordinary work of the estate, the "peon" being provided with horses for that purpose by the owner of the property.

Breeding. In the spring of the year from 30 young mares to 40 young mares are selected in the corral; one by one they are turned out to a stallion in waiting outside, who has been placed there for that purpose, and he immediately takes possession of them and never leaves them; thus the various troops of mares are formed on the various estates from whence the supply of horses are obtained in Uruguay.

Description of horse. These animals possess much of the form of the Spanish horse, from which they sprang; they are tamed, as has been seen, with far less difficulty than might be thought possible; and although theirs is the obedience of fear, and enforced at first by whip and spur, there are no horses who so soon and so perfectly exert their sagacity and their power in the service of man. They are possessed of no extraordinary speed, but are capable of enduring immense fatigue. They are frequently ridden 60 miles or 70 miles without drawing bit, and have been ridden more than 100 miles at the rate of 12 miles an hour. Their paces are the walk, amble, a short easy gallop, and the long gallop. Seldom do they get any other food than what the plains afford, and consequently they are never really in condition for work, yet it is marvellous what an amount they do, notwithstanding.

Value of horses. The value of the common horse of the country varies, but generally it may be put down as from 5*l.* to 6*l.* for broken-in, quiet horses; for unbroken, four-year-old colts, 1*l.*, and for mares 10*s.*; the latter are seldom or never broken-in.

Half-breds. It is only during the last half-dozen years that any attempt has been made to improve the breed of horses in Uruguay. Thoroughbred horses and mares have been introduced on a limited scale, and those principally for racing purposes. A few shire horses and Clevelands also have found their way to the country, but as yet the result of these efforts to produce a better class of animal are hardly perceptible. Good half-bred horses are worth from 50 dol. to 100 dol.

Peasantry Gauchos. The descendants of the primitive Spanish settlers in Uruguay and their Indian wives have always preferred the semi-savage life of the interior of the country to the more civilised one of the towns. Born riders, their vocations are either those of cattle-drovers or shepherds (on horseback), and they are all excellent irregular cavalry when required. Their weapons consist of the lasso and bolas, lance, sabre, and carbine in war time. During

peace they retain only the lasso, bolas, and a long knife, all of them indispensable appendages for the usual work of an estate. The constant use of the latter against their fellow creatures on the slightest provocation, and, indeed, often without any, has rendered the name of "Gaucho" a terror, and associated with it all that is horrible and bloodthirsty.

Few countries offer greater natural facilities for agricultural Agriculture. pursuits than Uruguay does with its excellent soil and climate. The arable qualities of the land have already been recognised beyond doubt, and the efforts that have been made on the part of the landowners in agriculture, although as yet only on a limited scale, have given satisfactory results.

The great difficulty lies in the question of labour. Immigra- Labour. tion on a large scale is the only practical solution; but then it must be of the better class of European agriculturists, and those, for instance, that have a small capital to dispose of, in order that they may buy the land they purpose farming for themselves, and have sufficient left after to keep them for the first year in the necessities of life, and to enable them to build their own houses and purchase the requisite farming implements, oxen, horses, sheep, carts, and seed, &c. Immigration to this country, so far, has in no way been of this description. The aversion to work on foot, so marked in the Gaucho, is being modified notably, and a man is no longer looked upon by his fellows with scorn and as a degraded being for tilling the soil. But they are not likely to lose that preference for work on horseback all at once, and it will take time and peace to turn them into an agricultural peasantry. Formerly they were the only shearers, stockmen, and shepherds to be found in the country, but of late years the sheep-farmers have been in the habit of employing Basque labour, as being cheaper and better. Marking, branding, castrating, horning, classifying, and other operations are carried out in enclosures not unlike the Australian cattle yards, so that the occupation of the Gaucho on horseback is fast disappearing, and with it the Gaucho himself will soon be a thing of the past.

The official statistics for the year 1889 give the number of Immigration. immigrants to Uruguay as 10,446; out of these 5,523 are put down as labourers, 1,523 as artisans, and the remainder of no particular vocation. Of the 5,523 labourers less than one-fifth only were farm labourers, including their wives and families, with no means whatever of subsistence. These were forwarded by the immigration authorities to the agricultural centres then in formation. Owing to the crisis there came to an end the means necessary for developing these well intended projects, and now all Government aided immigration has ceased. But the future of Uruguay must be an agricultural one, with the facilities there are in favour of it as climate, soil, vast open plains, and other advantages.

The following table gives the amount of corn and flour Corn and exported and the custom-house value of the same for the years flour. 1889-90.

CORN and Flour Exported.

Year.	Corn.		Flour.		Total Value.
	Quantity.	Value.	Quantity.	Value.	
	Tons.	£	Tons.	£	
1889	1,725	20,411	74	9,902	30,313
1890	16,302	186,561	50	8,422	205,008

The great falling-off in the figures for the year 1889 was owing to the failure of the harvest; it may be here observed that the previous year 1888 is credited with a total declared value of 276,375*l.* by the official reports for that year.

The above figures justify the foregoing remarks, and indicate that it can only be a matter of time for Uruguay to develop into a grain producing country. Oats have not, as yet, been sufficiently taken into consideration as a food for horses, and their cultivation has been insignificant. Indian corn yields excellent crops, and is preferred by the horse owner of this country for that purpose; alcohol is also now distilled from this grain to some extent. Barley gives good and heavy crops.

Hay.

The ordinary hay of the country is of a very inferior quality, but great attention has been paid of late years to the cultivation of lucerne (alfalfa). This excellent fodder is largely exported to Brazil, and adds to the profits derivable from agricultural farming in Uruguay.

A serious drawback to agricultural pursuits, however, exists in the various grubs and insects that infest the country, such as locusts, which not infrequently appear in such immense swarms as to baffle all efforts made to repel their ravages; the isoca, a grub that materially destroys the hopes of the farmer by devouring whatever has been left by the locust; the bicho-marô or Spanish fly.

Notwithstanding these difficulties and the meteorological contingencies that agriculture in this country is exposed to, the harvest of 1891 exceeds, it is estimated, that of 1890, and 20 per cent. more land has been brought under cultivation.

In default of any statistics obtainable beyond those that have been given by the Agricultural Society for the department of San José, and on which the above estimate is based, no reliable figures can be given as to the actual value of the agricultural products of the country for the year 1891.

Wool.

Wool is the most important export from Uruguay, and has steadily been increasing in amount year by year. In 1888 it was valued at 1,614,452*l.*, and in 1889 1,946,637*l.* Owing to the low price of wool in 1890, as has been already stated, a great quantity was held over till the year 1891, increasing apparently the yield of that year, and relatively decreasing that of the 12 months previous; nevertheless, the figures given for 1890 are 43,879,034 lbs., valued at 1,673,570*l.*

Next in value come hides, with a value of 1,666,572*l.*

Then jerked beef, 811,547*l.*, being within a few pounds the total given for the previous year for the same article. Dried beef.

Following comes tallow, 354,251*l.*, against 400,000*l.* in 1889. Tallow.

Then horns and bone-ash with 90,310*l.* Finally extract of beef (Liebig's), with the important sum of 356,895*l.*, against 234,023*l.* in 1889. Horns, bone-ash.

No data have as yet been published for the year 1891 for any of the foregoing products.

There are now in Uruguay a number of cattle farmers that have improved their herds by crossing them with pure-bred English stock, such as shorthorns, Herefords, and Devons; but the prevailing breed are the descendants of those originally brought from Spain by the early settlers. These are small but hardy beasts, notable principally for the thickness of their hides; their average weight is from 400 lbs. to 600 lbs. as they stand; their hides weigh from 30 lbs. to 40 lbs. when sun-dried. Cattle.

The official statistics for the year 1883 give as the number of cattle then in the country, 6,009,791; for 1884, 5,952,349; for 1885, 5,994,057; for 1886, 6,254,491; for 1887, 6,119,482; for 1888, 5,519,856; and for 1889, 5,281,522. No data are obtainable for the years 1890 or 1891 from the Statistical Department. Number of cattle in Uruguay.

The number of cattle slaughtered by the various jerked beef establishments and Liebig's Extract of Meat Co., Limited, amounted in the year 1888 to 740,000, and in 1889 to 708,923; in the year 1890 to 642,000, and for 1891 it is estimated at 667,100. These last figures may be relied on with certainty, and therefore we are driven to the conclusion that the returns of live stock are necessarily incorrect. For the average yield of a herd cannot be placed at more than 10 per cent. of steers available for these purposes. The number of live cattle must consequently be much nearer 6,500,000 if we depend on these data alone. But no account has yet been taken of the number slaughtered for food, which in Montevideo alone was 153,570 in the year 1890, which would give us another 1,500,000 live cattle, at the same rate of one-tenth of the herd, making in all 8,000,000 instead of only 5,250,000. This is supposing that the inhabitants of the interior eat cow-beef only. Cattle slaughtered annually.

It is to be remarked that the number of hides exported in 1889 was 1,810,000, and in 1890 2,506,202, which must be taken to indicate a far larger number of live cattle in the herds than either the returns or the foregoing calculation accounts for. The statistics state that the diminution in live cattle in 1889 was 328,334, as compared with the previous year; while in 1890 the excess of hides exported over 1889 was no less than 695,501. These apparent discrepancies are probably to be accounted for by the importation of lean cattle from the neighbouring Argentine provinces, for fattening and subsequent sale to the slaughterers. Hides exported.

The number of hides exported each year since 1883 are as follows:—

						Number.
1883	..	..	..	..	..	1,685,780
1884	..	..	..	..	..	1,715,064
1885	..	..	..	..	..	1,944,765
1886	..	..	..	..	..	1,747,946
1887	..	..	..	..	..	1,502,749
1888	..	..	..	..	..	1,953,348
1889	..	..	..	..	..	1,810,706
1890	..	..	..	..	..	2,606,207

Jerked beef.

The jerked beef industry is the main element in determining the market value of cattle in this country, affording as it does the principal outlet for the breeder's surplus stock; without it their value would be next to nothing. Some idea may be formed of the justice of these remarks when it is considered that at the present time a herd of cattle can be bought for 1*l*. sterling a-head, including all that walks. Cattle-breeding being one of the principal sources of wealth of Uruguay, it is worthy of note that the official statistics for the year 1860 state the number of cattle then existing in the whole country as 5,218,600, for 1880 as 6,794,778, and in 1889 as 5,281,522. The slight variation which has manifested itself during this period of 29 years distinctly points to the conclusion that under the present system of cattle farming the maximum number the country is capable of maintaining has already been reached.

Sheep.

Wool being the primary object for which sheep have been considered, little or no attention has been paid to breeding for butcher's meat. The merino is the prevalent breed throughout the country, as has already been stated, and the meat they give is of inferior quality compared with that of other breeds.

There were in Uruguay, according to the official statistics for the year 1889, 13,757,143; and, according to the same source for the years 1883-89, are as follows:—

						Number.
1883	..	..	..	..	..	14,595,495
1884	..	..	..	..	..	15,921,069
1885	..	..	..	..	..	17,049,798
1886	..	..	..	..	..	17,245,977
1887	..	..	..	..	..	15,905,441
1888	..	..	..	..	..	12,943,651
1889	..	..	..	..	..	13,757,143

To account for the small increase visible by the foregoing figures, it may be stated that the mortality is very great from the effects of scab, from drought in the summer, and cold and wet in the winter. No laws for the prevention of scab spreading amongst the flocks have as yet been framed.

Although no statistics have yet been published since 1889 it may be confidently stated that there are now some 15,000,000 sheep in Uruguay, and the opinion of those credited with the necessary knowledge on this subject is that, without improving the land and providing not only additional food for the sheep during the winter months, but also protection against the in-

clemency of the weather at that period of the year, greater increase can hardly be looked for. These improvements would entail the employment of more labour and a greater expenditure of capital, for which as yet the sheep farmers of Uruguay are not prepared.

A great decrease has taken place in the amount of shipping Navigation. entered as compared with the year 1889, owing principally to the reigning crisis. The opening of the new docks at Ensenada and Buenos Ayres in the Argentine Republic has also contributed to diminish the number of vessels that otherwise would probably have entered the port of Montevideo.

TABLE showing the Diminution for 1890 compared with 1889.

ENTERED.

Port.		1889.		1890.	
		Number of Vessels.	Tons.	Number of Vessels.	Tons.
Montevideo	Steam ...	2,735	3,491,459	2,544	3,029,688
	Sailing ...	2,643	665,476	2,307	523,783
Other ports of Uruguay ...	Steam ...	3,515	1,520,290	4,519	1,680,262
	Sailing ...	8,939	574,140	6,790	466,035
Total		17,892	6,251,365	16,160	5,698,768

CLEARED.

Port		1889.		1890.	
		Number of Vessels.	Tons.	Number of Vessels.	Tons.
Montevideo	Steam ...	2,718	3,498,255	2,536	3,051,110
	Sailing ...	2,679	634,360	2,382	574,459
Other ports of Uruguay ...	Steam ...	3,510	1,481,984	4,472	1,652,873
	Sailing ...	8,925	578,488	6,654	465,884
Total		17,732	6,193,097	16,044	5,744,126

TABLE showing the Number of Vessels Entered and Cleared according to the Public Register, at the Port of Montevideo during the Year 1890.

ENTERED.

Description.	Number of Vessels.	Tons.
Sailing.. ..	611	414,378
Steamers	820	1,397,983
Total	1,431	1,812,361

CLEARED.

Description.				Number of Vessels.	Tons.
Sailing.	..	..	..	521	403,093
Steamers	..	..	..	811	1,376,181
Total	..	..	..	1,332	1,779,274

The various nationalities will be seen by the succeeding tables and also the amount of tonnage for the year 1890.

RETURN of all Vessels Entered and Cleared from Beyond the Seas during the Year 1890.

Nationality.	Entered.			Cleared.		
	Sailing.		Steam.	Sailing.		Steam.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ..	179	155,260	365	606,589	154	165,935
Italian ..	74	42,309	103	185,192	62	38,777
Swedish and Norwegian ..	190	144,991	3	346	159	181,369
Spanish ..	71	18,930	21	37,418	55	13,641
German ..	40	21,433	117	196,708	28	15,875
French ..	2	559	130	287,813	5	2,598
Brazilian ..	4	907	37	26,726	5	1,475
North American ..	16	9,625	1	658	19	10,742
Dutch ..	7	3,655	9	16,617	3	3,558
Danish ..	5	1,649	3	3,179	3	1,164
Belgian ..	..	..	21	32,415	..	..
Russian ..	6	4,485	..	..	7	5,326
Argentine ..	..	..	..	2,392	1	485
National ..	..	..	3	916	..	..
Austrian and Hungarian ..	..	..	3	400	..	..
Portuguese ..	16	9,925	1	..	17	11,384
Chilian ..	1	600	..	..	2	622
Greek ..	..	..	2	284	..	..
Hawaian ..	..	..	..	..	1	892
Total ..	611	414,378	820	1,397,983	521	403,093
					841	1,376,184

MONTEVIDEO.

URUGUAY.

RECAPITULATION.

	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
General total	1,431	1,812,361	1,362	1,779,277

In the year 1890, 414 vessels with a total tonnage of 431,734, left the port of Montevideo in ballast. The succeeding tables give the number of ocean-going vessels of different nationalities entered and cleared at the various river ports of the Republic.

RETURN of Ocean-going Vessels Entered and Cleared during the Year 1890.

Nationality.	Entered.			Cleared.		
	Sailing.		Steam.	Sailing.		Steam.
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
National ..	..	..	1	112	1	183
English ..	10	5,645	343	512,066	61	28,098
Spanish ..	43	10,097	19	33,693	53	14,132
Greek ..	1	399	..	..	..	..
Norwegian and Swedish ..	13	6,940	..	..	45	17,537
Italian ..	22	8,578	104	174,254	53	29,500
North American ..	5	1,991	..	..	12	7,033
French ..	1	1,024	126	264,394	..	..
Danish ..	..	..	3	8,181	..	124
German ..	7	8,950	77	128,708	2	452
Belgian ..	..	..	18	26,130	13	3,202
Austrian and Hungarian ..	2	594	..	..	84	142,996
Brazilian ..	..	..	1	540	21	32,258
Argentine ..	..	..	2	2,226	1	400
Dutch ..	..	..	8	16,169	..	..
Total ..	104	44,418	702	1,161,478	253	106,557
					666	1,197,456

RECAPITULATION.

	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
General total	806	1,205,891	919	1,304,018

In closing this report a few remarks on the financial position, together with some observations on the character of the economical crisis that has weighed so heavily for the last three years on the Republic of Uruguay, may not be out of place.

Finance.

The years 1887, 1888, and 1889 will be remembered as probably the most speculative ever known in the River Plate. Uruguay, following in the wake of the Argentine Republic, launched out into the most extravagant schemes of every description. Banks of all nationalities sprang into existence from one day to another, money seemed to flow into the country from all quarters, and millions of bank notes of every colour and size were freely circulated. Palaces were built, the town of Montevideo repaved with blocks of stone, splendid swimming baths and a grand hotel, altogether out of proportion to the size and requirements of the town, were constructed at vast expense. The price of labour and building material doubled; nothing was considered too expensive or sufficiently stupendous in the excited state of mind of the population. The value of real property increased 50 per cent., rents were augmented in proportion, all classes of shares in joint stock undertakings, building societies, banks, tramways, and agricultural companies were quoted at extravagant premiums, and the 5 per cent. Unified Debt of Uruguay rose to 75 per cent. A national bank was established on a basis of Argentine Credit, with a capital of 12,000,000 dol., together with a Public Works Company, an outcome of the latter, founded to facilitate the circulation of the bank's paper issue and intended to monopolise tramways, electric lighting, hotels, and baths. Colossal projects were undertaken by the latter company, such as the construction of new quarters of the town at a ruinous outlay, the purchase of real property of every sort irrespective of value, and the advancing of large sums to speculators on the most paltry security. No one seemed to suspect that this wonderful avalanche of wealth, so little guaranteed by the natural resources of the country, must soon come to an end. A telegram, said to have been sent by the President of the Republic to the Uruguayan Minister in Paris, and published in the papers, read as follows:—

“I have pleasure in informing you that the situation of the country is undergoing remarkable improvements. Ten bank proposals, without fiscal privileges, with native and foreign capital. Proposals for loans, railways, bridges, and roads on advantageous conditions are flowing in.

The Consolidated Debt is quoted at 90 per cent., with an upward tendency. Value of property rapidly increasing. Home and foreign trade growing. General contentment prevails and peace thoroughly established, and the prosperity of the country is undoubted."

This was in the year 1887. In 1890 the National Bank closed its doors, the Public Works Company was ruined and a universal panic ensued. A revolution broke out in Buenos Ayres which added to the alarming state of things in Uruguay.

In 1891 the English bank of the River Plate collapsed, others went into liquidation, and numerous tradesmen stopped payment.

The news that Messrs. Baring Brothers had become insolvent had already plunged the Government into serious financial difficulties, and these fresh disasters deprived them for the moment of the means of meeting their obligations abroad. Dr. Ellauri was accordingly sent as Special Financial Agent to London to make an arrangement with respect to the External Debt, and in the early part of the present year his negotiations were successful.

It is well known that the service of the debt was suspended on July 1, 1891, partly owing to the failure of the English Bank of the River Plate, on which bills had been taken for the purpose of remitting funds to meet the payment of interest. Another factor was the diminution of the revenue, which, in all probability, would by itself have sufficed to prevent the Government from fulfilling its obligations. On that day, July 1 of last year, the sum total of the External Debt was as follows:—

Description.	Per cent.	Value.
		Dollars.
Unified Debt	5	49,934,680
Loan of 1888	6	19,863,530
" 1890	6	9,806,000
Total		78,604,210

In order to compensate for the unpaid interest for the seven months from July 1, 1891, to January 31, 1892, as well as to unify the two rates of interest, a bonus of 5 per cent. was added to the Unified Debt, 15 per cent. to the loan of 1888, and 13 per cent. to the unissued loan of 1890. To the amount thus obtained there were finally added the arrears of the railway guarantees up to December 31, 1891, amounting to 2,975,000 dol. and 2,519,646 dol. for commission and expenses of the conversion.

The total, therefore, of the new Consolidated Debt of Uruguay at the time of conversion was 90,710,000 dol., bearing interest at $3\frac{1}{2}$ per cent. and $\frac{1}{2}$ per cent. redemption per annum, the bonus being redeemable by tender and not as previously by drawing lots at par. During the first two years from the date of conversion there will be no redemption except in case the 45 per cent.

of the customs duties should exceed the amount required for the interest of the debt and for railway guarantees.

The railway guarantees were formerly 7 per cent., but by the new arrangement they have been reduced to $3\frac{1}{2}$ per cent., from which, however, the earnings of the railways are not to be deducted unless they exceed $1\frac{1}{2}$ per cent. per annum. It was calculated that for the year 1892 the amount of these reduced guarantees would reach the sum of 850,000 dol. in round numbers.

Service of the debt. The sum required for the service of the Consolidated Debt, when the redemption is included, will be 3,628,400 dol. Before the conversion it was 4,980,400 dol.

Internal debt. The Internal Debt on January 1, 1892, stood as follows:—

INTERNAL DEBT.

	Principal.		Interest and Redemption.	
	Dol.	c.	Dol.	c.
Deuda Amortizable	2,418,886	85	336,865	68
Cuotas de Amortizacion .. .	853,647	97	90,420	00
Deuda de Indemnizacion .. .	975,938	83	59,904	30
Ferro-Carril Central del U. . .	668,000	00	60,000	00
" Santa Rosa .. .	1,535,000	00	42,000	00
" Higueritas .. .	589,500	00	108,000	00
Total .. .	7,040,923	15	697,189	98

From which it appears that the interest on these debts taking them one with another was an insignificant trifle less than 10 per cent. Since the beginning of the year they have been unified and converted into a debt bearing 4 per cent. interest and 1 per cent. redemption, the bonds being reducible by tender. The capital now stands at 7,840,000 dol., besides 445,623 dol. 36 c. not presented for exchange.

To these are to be added the Deuda International (August 12, 1892), consisting of:—

	Dollars.
Italian debt	559,150
French " .. .	1,084,725
Spanish " .. .	237,850
Total .. .	1,881,725

Having been reduced by 263,150 dol. since January 1 last.

Besides the above loans already considered there is the 3,000,000 dol. loan to the National Bank of Uruguay made by the Banco Popular of Rio de Janeiro, and which has the national guarantee, besides a debt of 4,000,000 dol. created to supply the newly established Land Bank (Banco Hipotecario) with the

necessary capital for carrying on this portion of the business of the late National Bank.

TABLE showing the Actual Financial Position of Uruguay on June 30 of the present Year.

THE PUBLIC DEBT, 1892.

Description.	Amount.			
	Currency.		Currency.	
	Dol.	c.	Dol.	c.
Internal—				
Unified Internal Debt	7,840,000	00		
"Deuda de Garantía"	4,000,000	00		
			11,840,000	00
External—				
Consolidated Debt of Uruguay ..			90,710,000	
International—				
Italian Debt	559,150	00		
French "	1,084,725	14		
Spanish "	237,850	00		
			1,881,725	14
Total			104,431,725	14
Calculated amount of Internal Unified Debt—				
Deuda Amortizable (15 %)	2,561,445	90	2,945,662	78
" F. C. G. del U. (8 %)	668,000	00	721,440	00
" F. C. á Santa Rosa (5 %)	1,535,000	00	1,811,750	00
" F. C. á Higueritas (5 %)	589,500	00	618,975	00
" de Indemnización	975,838	83	975,838	83
" Cuotas de Amortización (12%) ..	862,797	67	966,833	89
Total	7,192,582	40	7,840,000	00
Unexchanged debt—				
Deuda Amortizable	105,593	71		
" F. C. á Santa Rosa	270,000	00		
" de Indemnización	5,016	61		
" Cuotas de Amortización	65,013	04		
Total	445,623	86		
Consolidated of Uruguay—	£		£	
Unified Loan (5 %)	10,624,400		11,155,620	
6 % Loan of 1888 (15 %)	4,119,900		4,737,885	
6 % Loan of 1890 (13 %)	1,980,000		2,237,400	
Total	16,724,300		18,130,905	
Guarantees on railways and com- missions, &c.			1,169,095	
Total			19,300,000 (90,710,000 dol.)	

Revenue.

It will be seen from the succeeding figures that up to the year 1890 there was a steady increase in the revenue of the country. As no statistics have been published for the financial year 1890-91 it is impossible to give anything but estimated figures. The same may be said with regard to the financial year 1891-92. These figures are taken from the President's Message to the Chambers on July 2 of the present year.

REVENUE.

Year.	Currency.	Sterling.
	Dollars.	£
1885-86	11,719,624	..
1886-87	12,704,831	..
1887-88	13,668,096	..
1888-89	15,690,293	..
1889-90	17,415,154	..
1890-91	14,954,500*	..
1891-92	15,409,500*	..
Estimated total revenue, 1891-92 ..	..	3,278,616

* Estimated.

DEBT.

Year.	Currency.	Sterling.
	Dollars.	£
1886 (January 1)	60,159,794	..
1887	72,205,721	..
1888	71,145,176	..
1889	79,189,944	..
1890	81,279,752	..
1891	89,848,850	..
1892	104,431,725	..
Total debt (August 12), 1892 ..	..	22,219,515

The foregoing figures show that the Public Debt of Uruguay has been steadily growing since the year 1886, concurrently with the increase of the revenue until the year 1890 which witnessed the beginning of the financial crisis.

From that moment, while the indebtedness still continued to swell, the financial means of the Government manifested a directly opposite tendency.

Port of
Montevideo.

Sundry schemes had been presented of late years for the construction of a protected harbour in the port of Montevideo by enterprising engineers of various nationalities, but the only one seriously entertained and finally accepted was that proposed by the English firm of constructing engineers, Messrs. Cutbill, de Lungo, and Co., of London, in 1887 during the Presidency of

General Santos, but on his retiring from power the Government of General Tajés, who succeeded him, rescinded the contract with the above-named firm, paying 200,000*l.* by way of indemnification. As yet no other attempt to endow Montevideo with a harbour has been made.

At present large vessels have to anchor some two miles off the town in what may be practically termed an open roadstead, and are constantly exposed to sudden and violent storms from the south (Pampero) and from the south-east, either of which cause a heavy sea, which renders loading and discharging cargo difficult and dangerous.

The anchorage being so far off even for vessels drawing only 15 feet of water, lighterage becomes exceedingly costly and adds considerably to the price of goods, being no less than 1 *dol.* 50 *c.* per ton, weight or measurement.

Here I have thought it a good opportunity to remark that owing to the fear of the importation of zymotic diseases by cargo arriving in vessels from infected ports, 10 days' quarantine is imposed on lighters receiving cargo from vessels from such ports, no communication with them being permitted during that time. This regulation, which is in force annually for at least six months, adds enormously to the cost of lighterage and brings it very nearly up to the freight paid from Europe to the River Plate.

It would perhaps not be out of place here to give details of the cost of packet privileges at this port. A packet licence, 20 *dol.* for a stamp; this licence is permanent and serves for a steamer as long as she runs under the same flag. A tax for every steamship agency is levied annually and amounts to 150 *dol.*, plus 10 *dol.* for every steamer cleared over 24 in a year. A health certificate, 4 *dol.*, for every ship each time she leaves the port. Stamps and permits, for a steamer having packet privileges, amount roughly to 10 *dol.* Steamers without packet privileges pay 60 *dol.* each extra.

By the law of January 9, 1892, the lighthouse dues have been reduced to the following:—

Punta del Este, Isla de Flores, Banco Inglés, Cerro, and Colonia, 1 *c.* for the whole; Cabo de Santa Maria, 2 *c.*; Polonia, 1½ *c.*; José Ignacio, Punta Brava, Farallon, Panela, 1 *c.* each per ton register.

Vessels simply calling at Montevideo for coal, food, pilots, seamen, or to wait for orders from their owners or consignees, or to repair damages to ship, rigging, or machinery are exempt from light dues.

Owing to the numerous wrecks and casualties that have occurred of late on the Uruguayan coast and mouth of the River Plate, it seems desirable to place on record some particulars obtained from a reliable source with the object of warning masters of vessels approaching these shores or running down the coast from the north on their way to Montevideo of the dangers they are likely to encounter.

I have been informed by one of the most experienced master

mariners in command of a vessel belonging to a well-known line of steamers trading between England and the River Plate that, although assertions have been made implying that the land has some disturbing influence of a magnetic character on the compasses, it amounts merely to a plea set up when a vessel has got into difficulties, for no such variations are alleged to have been observed in fine and favourable weather. For the last 24 years there has been not more than 1 per cent. difference in any of the observations taken by the officer I have consulted, although he has always taken every opportunity of testing his compasses when off the dangerous coast, the errors being tabulated for reference.

It appears that the currents are generally the cause of all the wrecks. The direction books give the normal currents and their sets in moderate weather, but they say nothing about the extraordinary rates at which they run with a north-east or south-east gale, and setting in the latter case right upon the land. As the soundings are so irregular, and therefore so unreliable, he never trusts to them inside 30 fathoms; but it is surprising how merchant vessels, some of them laden with coal and not bound to time, as mail steamers are, run on heedless of current sets and variable soundings.

I have been assured by the same officer that on many occasions he has had to haul off the coast until daylight, losing 2*l*. per ton mail time, rather than take an unknown risk.

The most dangerous points are Castillos Point; Polonia Point, where there is a lighthouse; Punta Brava, where there is also a lighthouse. These, however, are precisely the places where of late some very fine steamers have been lost, including the Brazilian ironclad "Solimoes."

Postscript.

The recent publication of the totals of foreign trade for the present year affords an opportunity of instituting a partial comparison of the commercial position of the Republic, which is not without interest, as showing that in all probability the present depression has reached its lowest point, while the excess of exports over imports indicates that an effort is being made to economise, especially in the consumption of luxuries, and finally that Uruguay is steadily endeavouring to discharge her obligations abroad. The following tables exhibit the imports and exports for the first half of the three successive years 1890, 1891, and 1892, and from these an idea may be formed of the effects of the crisis on the commercial transactions of the country. It will be noticed that the diminution of the amount of imports in the first half of the year 1891 was considerable; not so marked, however, is the difference shown by the first half of the year 1892.

TABLE showing the Value of Imports for the First Six Months of the Years 1890-91-92.

Class.	1890.	1891.	1892.
	Dollars.	Dollars.	Dollars.
Drinks	2,434,517	1,689,569	1,566,468
Food, cereals, and spices ..	3,371,412	2,172,370	2,309,241
Tobacco and cigars	282,892	140,306	185,342
Stuffs and woven goods ..	2,404,006	1,368,424	1,484,642
Made clothing	1,002,658	534,147	596,742
Raw and industrial materials and machinery	4,832,356	2,099,346	1,933,188
Various articles	3,762,982	1,267,089	1,187,735
Live stock	..	687,531	53,422
Total	18,090,823	9,958,782	9,216,725
Equivalent in sterling ..	3,849,111	2,119,900	1,961,000

It will be observed that the importation of live stock fell off considerably during the first six months of the present year compared with the same period of last year, amounting to 634,109 dol. Apart from this the decrease in the amount of the other imports has been insignificant.

It will be noticed that the amounts of the imports for the first six months of the present year given in the following table compare favourably with those of the year 1891, not so the amounts of the exports.

TABLE showing Value of Imports and Exports for the First Six Months of the Years 1891-92.

Year.	Imports.			Exports.		
	Currency.	Sterling.	Per Cent.	Currency.	Sterling.	Per Cent.
	Dollars.	£		Dollars.	£	
1891	9,708,784	...	...	18,702,757	...	...
1892	9,016,729	...	...	15,828,262	...	...
Decrease ...	692,055	147,246	7.12	2,874,495	611,563	15

With regard to the foregoing it may be deduced that the inhabitants of Uruguay have considerably retrenched their expenses for the last 18 months; 36 per cent. at their tables, 46 per cent. in their clothing, and 53 per cent. in their luxuries. This economical state of mind, if continued, which in all probability will be the case for divers reasons for some time to come, may be the means of bringing about a more healthy state of things, and finally re-establishing the credit of the Republic.

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REPORT FOR THE YEARS 1891-92

ON THE

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1227. Söul	1½d.	1286. Warsaw	½d.
1228. Chinkiang	1d.	1287. Pekin	½d.
1229. Newchwang	1d.	1288. Amsterdam	1d.
1230. Chungking	1½d.	1289. Manila	2½d.
1231. Hankow	1d.	1290. Bahia	1d.
1232. Odessa	2d.	1291. Munich	1d.
1233. Chicago	8d.	1292. Trieste	1½d.
1234. Taganrog	2½d.	1293. Tunis	4d.

No. 1294.

Reference to previous Report, Annual Series No. 1124.

URUGUAY.

MONTEVIDEO.

Mr. Grenfell to the Earl of Rosebery.

My Lord,

Montevideo, July 12, 1893.

I HAVE the honour to forward a Report on the Trade of Uruguay for the years 1891-92, to which I have appended some observations upon the general condition of the country, together with the figures relating to the Public Debt.

I have, &c.

(Signed) ALFRED GRENFELL.

Report on the Trade, Commerce, and Finance of the Republic of Uruguay for the Years 1891-92.

ABSTRACT of Contents.

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Trade; labour; currency	2
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Former
report.

In my former report on the trade, commerce, and finance, &c., of the Republic of Uruguay for the years 1890-91, I stated that no official statistics had been published for the year 1891, they have now been given to the public in that very excellent publication, the "Anuario Estadístico," the able work of Señor Don Honoré Roustán, Director-General of the Government Statistical Department. The present report will, therefore, commence from that year. As far as figures are concerned for the year 1892 no official publication has as yet seen the light, but I have been able to obtain from reliable sources data that may be accepted as correct, which will be compared with those of the two preceding years.

Trade and
commerce.

The depression of trade, consequent on the financial crash of 1890, continues to exist throughout the Republic, but the falling off has not been so marked for 1892 as it was for the previous year. A feeling of want of confidence as to the immediate future undoubtedly prevails, and prevents trade resuming its normal activity. The diminution in the figures for 1892, as compared with those of 1891, will be observed to be some 7·04 per cent. in the imports, and 3·03 per cent. in the exports.

Rents.

There has been a severe fall in house rents since 1890, estimated at from 40 per cent. to 45 per cent., but land, especially farm land, has probably maintained its value better than any other class of property since the depression commenced.

Produce.

Unfortunately for the country it has experienced, during the last 2 years, one of the most severe droughts on record, and the loss in live stock has been very great. Agriculture has also suffered, not only from the same cause, but also from locusts, and the equally destructive insect the "isoca," so that, although at first there was every appearance of a remunerative harvest, farmers were doomed to disappointment, especially during 1891, not so for 1892-93.

Labour.

Probably the effects of the Baring crisis is nowhere more felt in Uruguay than amongst the labouring classes, for those who had derived such a large share of wages from the spending of British capital, when the catastrophe came suddenly found their source of income withdrawn. An end was put to numerous undertakings which gave employment to many thousands of people, and these have since had to seek their livelihood elsewhere.

Circulating
medium.

The currency in Uruguay is the silver dollar (100 cents), the half dollar (50 cents), the 20-cent piece, and one of 10 cents. The foreign gold coins are the only ones that have legal tender:—

The Brazilian gold piece of 20 milreis	..	..	=	Dol.	c.
" " 10 "	..	..		10	56
Chilian condor	..	..		5	28
" ½ condor	..	..		8	82
American eagle	..	..		4	41
1l. sterling	..	..		9	66
French 20 franc piece	..	..		4	70
Argentine 5 dollar piece.. .. .	..	..		3	73
German 20 mark piece	..	..		4	66
	..	..		4	60

NOTE.—Throughout this report in reducing dollars into *l.*, 4 dol. 70 c. will be taken as the equivalent; and in reducing kilograms to lbs., 2·203 lbs. avoirdupois will be taken as equal to 1 kilogram.

It will be observed from the following tables that the customs revenue of the country has, for the last 2 years, varied but little. ^{Customs revenue.} This is undoubtedly more encouraging than if there had been any great diminution, but it must not be lost sight of that the customs tariffs have been considerably raised to meet any falling off in the revenue of the country from that quarter:—

CUSTOMS Revenue.

	Year.		Amount.
			Dollars.
Import and export duties.. ..	1891	.. ..	8,648,509
" "	1892	.. ..	8,598,360
Diminution	..	..	59,149
Equivalent in sterling	£	..	10,670

TABLES comparing Imports and Exports during the Years 1890-92.

Year.	Value.	
	Imports.	Exports.
	Dollars.	Dollars.
1890	32,364,627	29,085,519
1891	18,978,420	26,998,270
Diminution	13,741,610	2,087,251
Equivalent in sterling	£ 2,922,746	444,096

URUGUAY.

Year.					Value.	
					Imports.	Exports.
					Dollars.	Dollars.
1891	..	..	..	..	18,978,420	26,998,270
1892	..	..	..	..	18,404,296	25,951,241
Diminution					392,395	1,047,027
Equivalent in sterling £					83,477	222,770

COMPARISON of Totals of Imports and Exports during the Years 1891-92.

					Value.	
					1891.	1892.
					Dollars.	Dollars.
Imports	..	..	..	..	18,978,420	18,404,296
Exports	..	..	..	..	26,998,270	25,951,241
Total	..	..	..	..	45,976,690	44,355,537

Statistics.

No official statistics have as yet been published for the year 1892, those for 1891 have only just seen the light, so that the figures and totals for the former have been obtained, as has been already stated, from private sources, but may be relied upon as correct.

Decrease in
exports.

It will be noticed from the following tables that there has been a greater falling off in the exports for the year 1892 than in the imports, probably owing to the restriction of the cattle and jerked beef trade to Brazil, caused by the high tariffs placed on these articles of commerce by that country, and also on account of its present unsettled political condition.

Increase in
imports.
Totals
decreased.

In the imports a certain increase will be observed in piece-goods, raw materials, building materials, and machinery, but, on the whole, there has been a decrease in the totals for the year 1892 of both imports and exports.

TABLES showing what Articles of Import and Export have been most affected during the Year 1891.

IMPORTS.

Class and Articles.	Value.		1892.			
	1891.	1892.	Increase.	Decrease.	Increase.	Decrease.
	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.
I.						
Drinks	2,998,361	2,632,988	...	365,373	...	12.19
II.						
Foods and cereals	4,380,777	4,245,150	...	135,627	...	3.32
III.						
Tobacco and cigars	273,132	230,601	57,469	...	21.04	...
IV.						
Piece-goods	2,561,546	3,113,255	551,709	...	21.53	...
V.						
Ready-made clothing	996,119	1,136,368	140,249	...	14.08	...
VI.						
Raw material, building material, machinery	3,846,337	4,396,940	550,603	...	14.30	...
VII.						
Charcoal, sheep-dip, sewing thread, kerosene, paper of various kinds, hay and lucerne	3,157,659	2,375,424	...	782,235	...	24.77
VIII.						
Live stock	764,489	173,670	...	590,919	...	77.29
Total	18,978,420	18,404,296	1,300,030	1,874,154	...	...
Equiv. in sterling \$	4,037,961	3,916,807	276,602	398,756	...	...
Less increase	...	...	...	276,602	...	...
Grand total	...	...	...	122,154	...	...

EXPORTS.

Class and Articles.	Value.		1892.			
	1891.	1892.	Increase.	Decrease.	Increase.	Decrease.
	Dollars.	Dollars.	Dollars.	Dollars.	Per cent.	Per cent.
I.						
Live stock	1,510,084	1,114,926	...	395,158	...	26.16
II.						
Jerked beef, wool, hides, horns, hair, and sheep skins	24,804,823	24,337,741	...	467,406	...	1.98
III.						
Agricultural produce ...	158,982	136,752	...	22,230	...	13.98
IV.						
Miscellaneous produce ...	391,038	246,778	...	144,260	...	36.89
V.						
Food supply for shipping	133,343	115,946	...	17,397	...	13.04
Total	26,998,270	25,951,819	...	1,046,451	...	3.87
Equiv. in sterling £	5,744,312	5,521,663	...	222,649	...	...

A certain falling off will be noticed in the live stock, jerked beef, and farm produce in general, but otherwise the total diminution may be considered of no great importance, amounting, as it does, to no more than 3.87 per cent.

The diminution in the imports, caused by the economical depression during the year 1891, was so great, being some 45 per cent. as compared with the previous year, that the commercial out-look for the year 1892 seemed indeed a poor one, and fears were entertained that there might be a still further decline.

That these fears were, to a great extent, unfounded, is clearly demonstrated by the smallness of the difference of the totals shown in the foregoing tables.

The following figures give the official amounts of the imports and exports subject to, and free from, duty, for the years 1890-91. For the year 1892 no statistics are obtainable on this point.

1890.

	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	Dollars.		Dollars.	
Subject to duty ..	26,422,206	81.66	1,036,331	3.56
Free from duty ..	5,935,421	18.34	28,049,188	96.44
Total	32,357,627	100.00	29,085,519	100.00
Equiv. in sterling £	6,886,090	..	6,188,408	..

In the succeeding figures it will be observed that on 97·59 per cent. of the total amount of the exports for 1891 duty has been levied, whereas only 3·56 per cent. of the exports for 1890 paid duty. Probably this step was rendered necessary on the part of the Government by the great diminution in the imports, from whence the major portion of the income is usually obtained by the heavy duties imposed on foreign goods of all classes that find their way to the country.

1891.

	Imports.		Exports.	
	Value.	Percentage.	Value.	Percentage.
	Dollars.		Dollars.	
Subject to duty ..	16,496,988	86·39	26,347,153	97·59
Free of duty ..	2,481,432	13·61	651,117	2·41
Total ..	18,978,420	100·00	26,998,270	100·00
Equiv. in sterling £	4,037,961	..	5,744,312	..

These new duties imposed in October, 1890, the principal Duties on articles of export will probably be no small factor in retarding the exports. growth of any spirit of enterprise and desire to develop the natural resources of the country, already heavily taxed by the difficulties and expense of transport.

The succeeding tables show that Great Britain stands first on the list as supplying 28 per cent. of the imports, France coming next with 13 per cent., Italy third with some 12 per cent., then Spain and Germany with 10 per cent. each. Percentage of trade contributed by Great Britain.

As regards the exports the positions are altered : France being first with 23 per cent., Great Britain takes the second place with 18 per cent., Brazil third with 17 per cent., and Belgium fourth with 13 per cent. Exports.

In the grand total Great Britain leads with 22 per cent., then comes France with 19 per cent., Brazil with 13 per cent., and Argentina with 11 per cent. Grand total.

TABLES showing the Imports and Exports Subject to or Free of Duty for the Year 1891.

IMPORTS, 1891.

Country.	Imports Free and Subject to Duty.					
	Subject to Duty.		Free of Duty.		Total.	
	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.
	Dollars.	£	Dollars.	£	Dollars.	£
Great Britain ...	4,610,176	980,889	866,505	184,363	5,476,681	1,165,252
France ...	2,431,833	517,411	43,888	9,388	2,475,721	526,749
Brazil ...	1,642,514	349,471	42,180	8,975	1,684,694	368,446
Belgium ...	640,398	136,255	90,929	19,347	731,327	165,602
Argentina ...	704,417	149,875	873,492	185,849	1,577,909	336,725
United States ...	753,098	160,233	174,828	37,198	927,926	197,431
Germany ...	1,577,412	335,620	267,025	56,814	1,844,437	392,434
Italy ...	1,927,753	410,160	28,101	5,979	1,955,854	416,139
Cuba... ..	208,923	44,451	...	...	208,923	44,451
Spain ...	1,753,342	373,052	72,802	15,469	1,826,144	388,541
Other countries ...	247,122	52,579	21,682	4,613	268,804	57,192
Total ...	16,496,988	3,509,997	2,481,432	527,965	18,978,420	4,037,962
Gold coin ...	...	...	...	...	6,417,405	1,365,405

EXPORTS, 1891.

Country.	Exports Free and Subject to Duty.					
	Subject to Duty.		Free of Duty.		Total.	
	Currency.	Sterling.	Currency.	Sterling.	Currency.	Sterling.
	Dollars.	£	Dollars.	£	Dollars.	£
Great Britain ...	4,943,455	1,051,798	17,325	3,686	4,960,780	1,055,484
France ...	6,185,839	1,316,136	98,187	20,891	6,284,026	1,337,027
Brazil ...	4,537,322	965,387	175,045	37,243	4,712,365	1,002,630
Belgium ...	3,553,791	756,126	25,971	5,526	3,579,762	761,652
Argentina ...	2,363,401	502,852	108,220	23,025	2,471,621	525,877
United States ...	1,806,933	384,454	42,423	9,026	1,849,356	393,480
Germany ...	1,456,904	309,979	16,440	3,498	1,473,344	313,477
Italy... ..	560,867	113,332	1,272	271	562,139	119,603
Cuba... ..	347,379	73,911	736	156	348,115	74,067
Spain ...	213,366	45,397	13,465	2,866	226,831	48,263
Other countries ...	377,906	80,405	152,033	32,347	529,939	112,752
Total ...	26,347,153	5,605,777	651,117	138,535	26,998,270	5,744,312
Gold coin ...	...	...	...	...	5,618,552	1,195,442

GRAND Totals of Imports and Exports Free and Subject to
Duty during the Year 1891.

Country.	Amount.	
	Currency.	Sterling.
	Dollars.	£
Great Britain	10,437,461	2,220,736
France	8,759,747	1,863,776
Brazil	6,397,061	1,361,076
Belgium	4,311,089	917,254
Argentina	4,049,530	861,603
United States	2,777,282	590,911
Germany	3,317,781	705,911
Italy	2,517,983	535,742
Cuba	557,038	118,518
Spain	2,052,975	436,804
Other countries	798,743	169,944
Total	45,976,690	9,782,274
Gold coin	12,035,987	2,560,847

The increased duties on wines, spirits, and other alcoholic liquors, which came into force on January 12, 1891, caused a diminution of nearly one-third in the total value imported. This is no matter for surprise when it is considered that the duties were raised, on an average, 50 per cent. At the same time the duties on cigars were doubled; those on cigarettes sextupled; those on leaf and cut tobacco were increased by two-thirds and three-sevenths respectively; with the result of diminishing the total importation by more than one-half. A duty of 1 dol. 30 c. (5s. 6d.) per kilo. (2·203 lbs. avoirdupois) imposed at the same time on lucifer matches completely put an end to the importation of that article.

The following table illustrates the effect of these new duties:—

Articles.	1890.		1891.	
	Currency.	Sterling.	Currency.	Sterling.
	Dollars.	£	Dollars.	£
Alcohol	4,408,468	937,972	2,998,361	637,949
Tobacco	589,595	125,445	273,132	58,113
Matches	22,973	4,888	802	170

The general result has been a considerable extension in the cultivation of tobacco and the grape, and a great development of the manufacture of matches, in full accordance with the expectation of the promoters of these protective measures.

At page 12 of the report for 1889-91 (No. 1124) an analysis was given showing the articles of importation in which each of the chief commercial countries was superior to the others, whether holding a practical monopoly or being only ahead in a more or less close competition with its rivals. It is only necessary, therefore, to state what changes have since occurred. Great Britain maintains her relative position with the exception of the following articles:—Machines, sheepwash, and dynamite, where Germany in 1891 supplanted her; arms and accoutrements, in which Belgium has overtaken her; and lead, the larger portion of this being supplied by France in that year. In the article of mercantile books she has, however, displaced France. Of the following articles, overlooked on a former occasion, Great Britain is the principal source of supply:—Sweet biscuits, sewing cotton, hams, raw hemp, machine oil, and iron safes. In nearly every other branch of commerce the respective positions have been fairly maintained by the competing countries.

State of trade. The state of the foreign trade of Uruguay for the year 1892 and for the first 3 months of the present year, as compared with that of the year 1891, shows that it has been almost stationary, and although no new disasters have occurred to still further affect the commerce of the country, yet there seems to be no sign of a return of confidence, without which an improvement in the situation can hardly be expected, be the cause what it may.

Real estate. Real estate has also receded in value. This has been extremely marked in urban property; mortgage credit has almost disappeared, and loans on the best security unobtainable under 12 per cent.

Agriculture. During the last 3 or 4 years an increased interest has been shown in the cultivation of the vine, and it has assumed considerable proportions in the districts of Salto, Paysandú, and in the vicinity of Montevideo. The country generally is well adapted for the growth of the grape, but the wine manufactured as yet is not of a high-class character, and principally of the red description. Want of experience and knowledge of treatment may be the cause of this, but every effort is being made to improve the quality and extend the industry, for, on account of the high tariffs on all imported wines, there is a ready demand for as much as can be produced.

Phylloxera. The appearance of the phylloxera (*filoxera vastatrix*) has caused a certain alarm amongst the vine-growers, but stringent measures have been taken by the Rural Association to prevent the propagation of this justly-dreaded scourge of the vine. The spread of this pest would be a serious calamity for this country just at a moment when the wine industry is assuming important proportions, with every prospect of a wide development.

Importation of vine cuttings and plants prohibited. Hitherto the phylloxera has been unknown in Uruguay, and it has doubtless been introduced by plants or cuttings brought from countries where the plague existed. These are now strictly prohibited from being imported from Europe in either shape, with

the hope of preventing, if possible, the further multiplication of the blight into the country.

The wheat crop for the year 1891 has been put down at 900,000 fanegas of 110 kilos. each, equal to 97,187 tons, all of which, with the exception of 492 tons exported, was consumed in the country. This was an exceptionally bad year, and compared with the previous year there is a difference of nearly 13,000 tons in the amount exported. The long drought no doubt somewhat interfered with the prospects of the harvest of 1892, and there is a very considerable difference in the quality of the grain produced. The crop has been estimated at 106,160 tons, 54,017 tons of which were exported, principally to Brazil.

For the years 1892 and 1893 we have the official data collected by order of the Minister of Agriculture and Public Works, and which give the amount of wheat for 1892 as 30,678 tons, and for 1893 52,411 tons, in the four departments of Salto, Minas, Canelones, and Cerro. Largo only showing an increase of 21,733 tons, or 70 per cent., for the latter year, and in the same districts there is no reason to suppose that this splendid result has not been general all over the Republic. On this assumption 180,740 tons may be calculated upon as the wheat crop of 1893.

The McKinley tariff in the United States, added to the effects of the financial depression, with the increase of the amount of wool produced and offered for sale, have been combined factors in depressing the market price of this staple as compared with that obtained in previous years, but the increase in the quality has compensated in some degree for the fall in price.

For the year 1890 the amount was given as 42,544,660 lbs., and for 1891 it is declared to be 56,992,124 lbs.

The value of hides has increased somewhat, owing to the reduced number of cattle slaughtered. Fat cattle, fit for the production of meat extract and jerked beef, were difficult to obtain in consequence of the continued drought.

The prices obtained for the different productions of the country during the years 1891-92 have been the following:—Dry ox-hides of 21 lbs. weight, 3 dol. 80 c. (16s.); salt ox-hides of 67 lbs. weight, 6 dol. (1*l.* 9s. 4*d.*); grease, 1 dol. 27 c. (5s. 4*d.*) per pipe; tallow, 5s. per pipe; bone ash, 12 dol. (2*l.* 10s. 6*d.*) per ton; wool, 3 dol. 50 c. (14s. 9*d.*) the arroba (25 lbs.), or, say, 7*½**d.* per lb. of the best quality; wheat, 231 lbs., from 4 dol. (17s. 1*d.*) to 6 dol. 20 c. (1*l.* 6s. 2*d.*); Indian corn, 3 dol. (12s. 8*d.*) the 225 lbs.

The rates of market prices of the staple commodities of trade may be quoted as follows:—Alcohol, per pipe in bond, about 10*l.*; Guinness, Bass, and other English beers, 12s. in bond and 21s. duty paid; biscuits, per tin box, 7s. 2*d.*; brandy, Hennessy VO, 2*l.* 9s. 4*d.* in bond, and 3*l.* 14s. 4*d.* duty paid; British tinned butter, 3s. 7*d.* per lb. in bond, and 5s. 3*d.* per lb. duty paid; Jamaica rum extra, per case of 1 dozen, 2*l.* 13s. 2*d.* in bond, and 3*l.* 3s. 9*d.* duty paid; soda caustic, 13s. 2*d.* per cwt. duty paid;

coal, per ton on board, Cardiff 1*l.* 6*s.* 4*d.*, Newcastle nuts 1*l.* 10*s.* 2*d.*; galvanised iron, 16*s.* 7*d.* per cwt. duty paid, and 12*s.* 7*d.* per cwt. in bond; potash, landed, 10*s.* per cwt.; Roman cement, 8*s.* 4*d.* per barrel duty paid, and 5*s.* 4*d.* per barrel in bond; iron wire for fencing land, Nos. 5 and 6, 6*s.* per cwt.; steel wire, Nos. 7 and 8, 7*s.* 2*d.* per cwt.

Produce. It is worthy of note that in 1891 more produce in general arrived at the port of Montevideo from the interior and river ports than in 1890, but there was a diminution in the number of sheepskins, amount of grease, alcohol, bricks, lime, and stone. This was most marked in the four latter articles, a fact to be accounted for by the paralysed state of the building trade. The increase in wool was considerable, being 5,105,487 kilos. (11,232,071 lbs.); and in alfalfa (lucerne), 10,000 kilos. (24,200 lbs.); and in Indian corn, 5,865,045 kilos. (12,903,988 lbs.).

The amounts for the year 1892 have varied little, and it may be proper to remark here that the excessive import and export duties and heavy taxes that are imposed in order to keep up the revenue of the country works in a diametrically opposite direction as far as trade is concerned, and if increased will assuredly end by "killing the goose that laid the golden egg."

Exchange. The current rate of exchange has been for the year 1892 4*s.* 3½*d.* to 4*s.* 3½*d.* to the dollar gold.

Silver currency. The Government made a contract with Señor Barriga, a Chilian gentleman, in the early part of the year 1893 to coin in Chile 1,000,000 dol. worth of various coins used in this country, viz., the dollar piece, the 50 c. piece, 20 c. piece, and 10 c. piece. The Brazilian 2,000 milreis piece, which had previously been unhesitatingly taken at 1 dol., by a decree of April 10 was demonetised, and heavy loss was caused to the public, as this coin immediately fell to half its value.

Shipping and Navigation.

Diminution. The amount of shipping that has entered and cleared from the ports of Uruguay considerably diminished in 1891. The greater facilities offered by the ports of Buenos Ayres and La Plata in the Argentine Republic for loading and discharging have no doubt helped in a great measure to attract vessels thither, and there is a difference of 15·54 per cent. in the number as compared with that of 1890, and 17·30 per cent. in tonnage, as will be seen by the following figures:—

Year.	Entered.		Cleared.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1890	16,169	5,698,768	16,044	5,744,126
1891	18,670	4,742,260	13,587	4,740,384

The above figures show a falling-off of 2,492 vessels for 1891, of a total tonnage of 856,508 tons of ships that entered, and 2,567 vessels that cleared, of a total tonnage of 1,003,742 tons. The following tables, compiled in this Consulate-General, gives the amount of British shipping cleared and entered at this port during the year 1892, and show that out of a total of 351 vessels 124 were employed in indirect and carrying trade from and to foreign countries, and 227 vessels in direct trade to and from Great Britain and British colonies :—

RETURN of British Shipping at the Port of Montevideo in the Year 1892.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.					Cleared.				
Total Number of Vessels.			Total Tonnage.		Total Number of Vessels.			Total Tonnage.	
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.
227	...	227	374,633	...	53	24	82	138,249	162,118
			Total Value of Cargoes.					Total Value of Cargoes.	
			Number of Crews.					Number of Crews.	
			£					£	
			9,879					5,652	

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.					Cleared.				
Number of Vessels.			Tonnage.		Number of Vessels.			Tonnage.	
Ports whence Arrived.	With Cargoes.	In Ballast.	Total.	Value of Cargoes. £	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.
Argentine public ...	41	1	42	80,268	1,266	31,524	2,956	308,439	15,354
Brazil ...	7	1	8	5,137	1,481	6,618	264	8,359	630
France ...	...	...	...	...	...	...	...	1,552	497
Germany ...	...	...	...	...	...	...	...	...	...
Netherlands ...	13	...	13	17,185	...	17,185	337	7,167	...
Spain ...	10	...	10	23,046	...	23,046	307	2,118	1,128
United States ...	24	...	24	19,997	...	19,997	428	1,596	863
Chile ...	25	...	25	63,175	...	63,175	2,563	52,236	2,553
Uruguayan ports ...	2	...	2	1,356	...	1,356	82	2,194	236
Other ports ...	2	...	2	2,756	...	2,756	51	...	...
Total ...	124	2	126	212,989	2,737	215,726	6,726	338,661	21,661
								405,322	
								10,502	

It is also worthy of notice that out of the above total of vessels only 47 cleared in ballast, and 15 out of that number went to Buenos Ayres and other ports of the Argentine Republic in search of cargo, the rest probably to the Uruguayan River ports of Paysandu and Fray Bentos, where the great extract of beef and salt meat factories are to be found, and where ready cargoes of hides, grease, bone ash, wool, &c., are obtainable.

The question of the desirability of building an artificial port in the Bay of Montevideo has been revived lately in the Chambers. Port. No less than thirty or forty different schemes have been presented to the technical committee appointed at various times to inquire into the subject, but all have failed to select a plan for a port that, according to their views, would satisfy all the required wants. They agree, however, that a serious loss arises to the shipping interests of Montevideo from the lack of a sheltered harbour and protection for vessels against the heavy seas and violent gales that blow from the south and south-east, called pamperos. The anchorage, too, is not secure, owing to the bottom being composed of slack mud, so that vessels are liable to drag, and generally do drag whenever it comes on to blow hard. It is rare for the Bay of Montevideo to be visited by one of these storms without a casualty occurring to some vessel, either on account of her dragging foul of another craft or going ashore and breaking up on the rocks. This generally happens to sailing vessels, but steamers that have not taken the precaution to get steam up in time run the same risk.

The building of a simple breakwater would make the harbour safe for shipping against the effects of the heavy sea which, added to the force of the wind, causes the insecurity of the anchorage.

The Council of Public Works, it is said, estimate the cost of building a breakwater at 1,000,000*l.*, more or less, and some engineers have calculated it at double that sum; also it has been estimated that to build a port would take at least 3,000,000*l.*

In the Chambers during the debate on the port scheme the Minister of Public Works—Señor Alberto Capurro—in upholding the plan brought forward by the Government, said that he thought there was sufficient reason to suppose there was ground enough for undertaking the important work under discussion.

Statistics and experience clearly show that the city of Montevideo has lost, owing to the want of a good artificial port, the greater amount of its shipping trade, principally, in my opinion, in consequence of the opening of the Buenos Ayres and La Plata ports to shipping. She has also lost, owing to the last-named cause, much of the transit traffic formerly enjoyed by her, and it is doubtful, even if a port were built, whether she would regain her supremacy in that kind of business now that ocean-going steamers and sailing ships can load and discharge their cargoes at the above-named ports with every facility.

But it must be considered on the other hand that the size and consequently the draft of steam shipping is being very much increased, and the question for the future is whether a port at

Montevideo will not be more advantageous than those at Buenos Ayres and La Plata for heavy draft vessels, owing to the shallowness of the channels of the River Plate leading to those ports.

Gold mining in Uruguay.

A very interesting report has been made by the Government Inspector of Mines to the Minister of Public Works, and which has just seen the light. The following is a summary of its contents:—

The mines which are at present working are but few: the Oriental and Argentina, at Zapucay; Santa Barbara at Guayaberas; Peru and San Gregorio, at Corrales. Gold is being extracted from many other veins and beds, but these workings are of little importance being carried on by gold-seekers who earn a living with hand-mills. These miners, continually moving about from spot to spot, are numerous in the neighbourhood of Cuñapirú and Corrales, and it is not possible to ascertain the quantity of the gold which they obtain.

La Oriental
and
Argentina.

The works carried on in these mines are solely for the purpose of retaining the right of the concession and for the preservation of the mills belonging to the company, which is not provided with the necessary capital for developing the mine. Negotiations with the object of obtaining financial resources in Europe are now being carried on.

During 1892 quartz to the amount of 490 tons was extracted from the first named mines and crushed in their mills at Zapucay, yielding 11,201 grammes of gold, an average of 23 grammes per ton. The Zapucay mill, which has 20 stamps, might easily have crushed the 490 tons in 15 days instead of taking a whole year. This clearly shows that the mine is not being worked properly.

Santa
Barbara.

The important workings carried on in this mine some years ago were resumed last January. The quartz extracted from this mine is at present being crushed in the mills of the French company at Cuñapirú, yielding an average of 15 grammes of gold per ton.

The present proprietor of this mine has great hopes of its future, hopes based on the yield of the milling of 500 tons of quartz from the mine, which had lain for years in the yards of the Cuñapirú Mill, giving an average of 18 grammes of gold per ton.

Peru.

This mine belongs to the French Gold-mining Company of Uruguay at present in liquidation, and the work carried on is merely for maintaining the rights of the concession. The quartz extracted is crushed in the company's mill at Cuñapirú. On account of the failure of the French Company this mill lay idle for many years, but resumed work at the end of last December. Since then the 30 stamps which it possesses have been working regularly crushing quartz either for the company or for others. To the total production of 1892 it contributed 114 tons of quartz crushed, yielding 948 grammes of gold.

Of all the mines in the Department of Rivera this has been worked the most regularly. It may be said that it has been worked constantly since initiated by General Suarez in 1887, but only on a large scale since 1889 when it was bought by an English company, The Gold Fields Company of Uruguay, Limited. Since January, 1891, this company has confined itself almost entirely to crushing the surface quartz, called by the miners "Guapeadas." San Gregorio.

During 32 months 95,945 tons of quartz were crushed, yielding 544 grammes of gold, valued at 220,000 dol. (46,808*l.* 10*s.* 2*d.*) or an average of 2 dol. 29 c. per ton (9*s.* 8*d.*).

This is a poor yield, but the cost of working was low, as it was carried on above ground. This quartz being exhausted a shaft was sunk in the veins at a depth of 40 metres, the point to which works carried on by a previous company had reached. This shaft, 5 metres by 4 metres, is being sunk in the direction of the vein, the richness of which seems to increase as it deepens. There is thus being formed a large cavern, some 30 metres deep, 20 metres wide, and 4 metres high, of the same width as the vein. From this cutting there have been extracted 12,670 tons of quartz, which yielded 97,700 grammes of gold, of the total value of 43,000 dol. (9,148*l.* 18*s.* 7*d.*), an average of 3 dol. 30 c. (14*s.*) per ton of quartz. This shows a considerable increase on the surface yield.

The yield of 3 dol. 30 c. per ton just mentioned has brought in the first four months of underground working a profit of 723*l.* to the company, whilst during the previous eight months, when only surface quartz was worked, there was a loss of 1,823*l.* The company proposes sinking a shaft to the depth of 100 metres, and if the gold does not give out to continue working the mine.

The mill of 70 stamps, which the company possesses, crushed 15,865 tons 18 cwt. 4 qrs. 10 lbs. of quartz in 1892, yielding 109,430 grammes of gold, which were sold for 47,683 dol. 67 c. (10,145*l.* 8*s.* 2*d.*).

During the year 1892 there were crushed in the Department of Rivera 16,470 tons of quartz, yielding 121,579 grammes of gold, sold for 53,635 dol. 97 c. (11,041*l.* 3*s.* 9*d.*). The table below gives the production for 5 years. As will be seen, the production was less in 1892 than in 1891. This is due to the paralysation of the works of several companies, which are waiting for the passing of the mining crisis in European markets, and is especially due to the production of the San Gregorio Mine having diminished, owing to the exhaustion of the surface quartz. In the underground working no great production can be obtained until the works are more advanced; but the table also shows that if the production has decreased, the richness of the quartz has augmented considerably, for the 53,635 dol. (11,041*l.* 3*s.* 9*d.*) of 1892 were the yield of 16,470 tons crushed, whilst the 90,743 dol. (19,307*l.* 0*s.* 4*d.*) of 1891 resulted from 40,321 tons. The yield of 1891 was 2 dol. 25 c., against 3 dol. 25 c. per ton in 1892, the latter yielding an increase of 44·44 per cent.

(1627)

B 2

TABLE of Quartz Extracted and Crushed in the Department of Rivera for the last Five Years, giving Yield in Gold and Value thereof.

Year.	Quartz Crushed.	Yield in Gold.	Value.	
			Currency.	Sterling.
	Tons cwts. qrs. lbs.	Ozs. dwts.	Dollars.	£ s. d.
1888	2,030 17 2 0	827 6	12,867	2,737 13 0
1889	17,804 1 17 2	4,467 4	55,259	11,757 4 8
1890	32,244 11 2 14	6,677 7	86,938	18,497 8 9
1891	40,320 1 3 18	6,874 7	90,743	19,307 0 0
1892	16,470 4 0 24	3,908 15	53,635	11,411 14 0

Docks.

There are no wet docks for loading and discharging cargo from ships at Montevideo, but the port possesses two dry docks, the Mana Dock and the Jackson Cibils Docks, both private companies; the former belonging to the Montevideo Gasworks Company, and situated on the south-east shore of the town, and the latter at the foot of the "cerro," or mount, on the opposite side of the bay. The dimensions of the Mana Dock are—breadth, 51 feet; draft of water at entrance channel from 12 feet to 13 feet; length, 274 feet. A vessel of 273 feet in length over all has been lately placed in this dock.

The company are now engaged in deepening the channel that leads to the dock to facilitate the entrance of vessels of greater draft. At the dock a good supply of materials necessary for repairs is constantly kept, and there are also workshops provided with the necessary machinery and a competent staff of workmen to carry out any work required. There are three sheer-legs, capable of lifting up to 25 tons weight, also divers and apparatus for diving operations available at any time.

Vessels arriving at Montevideo drawing over 18 feet of water anchor at from 2 miles to 3 miles from the town, where there is a depth of from 20 feet to 30 feet of water.

At all hours of the day or night vessels can enter the port, but are allowed no communication whatever before the visit by the health officials, which is paid only between sunrise and sunset.

The rule of the port is that all vessels after entering at the custom-house and obtaining the necessary permits are allowed to work cargo from sunrise to sunset, Sundays and holidays excepted. Steamers that have obtained packet privilege at the cost of 20 dol. may commence to load and discharge cargo immediately after the health visit, and can work at all hours and every day, Sundays and holidays included. They may also leave the port at any hour without clearing at the custom-house, the agents of consignees being held responsible for this and all payments due after departure of the vessel.

All expenses incurred upon cargo before it leaves the steamer's deck are for the ship's account, such as labour, stevedore, &c., and all expenses attached thereto after it leaves the vessel's deck

are for the account of the consignees of the cargo, such as lighterage, wharfage, storing, &c., but as the customs hold the steamer and agents responsible for the true and correct delivery of the cargo to the customs dépôt, according to the ship's manifest, it is the rule of the port that the agent employs a trustworthy lighterman to discharge all the cargo, avoiding thus the delays and confusion which would ensue if each consignee sent off his own lighterman for his respective cargo. Although the lighterman is selected by the agent of the vessel, consignees of the cargo have to pay the lighterman for the cost of lighterage. Lighters, stevedores, and labourers are plentiful. The customs dépôts are large, and there is no difficulty in discharging from the lighters to the wharves. Outward-bound cargo is placed alongside the vessels in lighters, at the shipper's expense, but the ship supplies winches and labour for stowing it on board, giving a receipt as each lot comes on board.

The months of December to March or April are the best shipping months for wool, sheepskins, dry and salted hides, tallow, jerked beef, &c.; freights vary, according to ports of destination, season, and amount of tonnage offering.

The following table shows approximately the expenses of a Tonnage dues. steamer of 1,500 tons register calling at Montevideo for repairs, orders, provisions, or coaling only:—

STAMPS Entering and Clearing at Customs.

Description.	Amount.
	Dollars Gold.
Bill of health	2.50
Consular fees, as per port of destination ..	4.00
Government Agency Tax	10.00
Clerk for clearing goods at custom-house ..	10.00
Total	26.50
Equivalent in sterling ..	5 <i>l.</i> 12 <i>s.</i> 9 <i>d.</i>

Approximate expenses of a steamer of 1,500 tons register, entering for cargo operations, draft 20 feet:—

Description.	Amount.
	Dollars Gold
Stamps, manifests, entering and clearing at custom-house	12.00
Bill of health	4.00
Consular fees, as per port of call and destination	..
Light dues on registered tonnage, 6½ c. (2 c. extra if bound to Buenos Ayres or other Argentine ports)	101.25
Government Agency Tax	10.00
Clerk for clearing goods at customs ..	20.00
Total	147.25
Equivalent in sterling ..	31 <i>l.</i> 6 <i>s.</i> 7 <i>d.</i>

Approximate expenses of a sailing vessel of 1,500 tons register:—

Description.	Amount.
	Dollars Gold.
Stamps, manifest, entering at customs ..	44·20
" clearing " ..	21·00
Bill of health	4·00
Consular fee, as per destination	..
Lights due on registered tonnage, 6½ c. ..	101·25
Tonnage in and out of harbour, 6 c. per ton register (2 c. extra if shifted) ..	90·00
Port pilotage and boat attendance ..	20·00
Total	300·45

Finance.

Public Debt. The financial position of Uruguay has altered but slightly since my last report for the year 1891 and the close of 1892. The total amount of the Public Debt was 104,288,975 dol. (22,189,101*l.*), divided as follows, shillings and pence omitted:—

Description.	Amount.	
	Currency.	Sterling.
	Dollars.	£
INTERNAL.		
Unified internal debt	7,900,000	1,680,851
Guaranteed debt	4,000,000	851,063
Total	11,900,000	2,531,914
EXTERNAL.		
Consolidated debt	90,561,950	19,268,500
International—		
Italian debt	599,150	118,968
French "	1,034,725	220,111
Spanish "	233,150	49,606
Total	92,388,975	19,657,185

SUMMARY.

Description.	Amount.	
	Currency.	Sterling.
	Dollars.	£
Total internal debt	11,900,000	2,531,915
„ external „	92,388,975	19,657,186
Grand total	104,288,975	22,189,101

The Unified Internal Debt comprises the following:—Amortizable Debt, Central Railway, Indemnization Debt and Quotas of Amortization. The original total of these was 7,246,153 dol., but when the necessary compensation or bonus has been added, then the Interior Debt appears as 7,700,000 dol.

The Consolidated Debt is composed of the following:—Unified Loan (5 per cent. bonus), 10,624,400*l.*; Consolidated Debt, 11,153,620*l.*; 6 per cent. Loan of 1888 (bonus 15 per cent.), 4,119,900*l.*; Consolidated Debt, 4,737,885*l.*; 6 per cent. Loan of 1890 (bonus 13 per cent.), 1,980,000*l.*; Consolidated Debt, 2,237,400*l.* Total in original Debts, 16,274,300*l.* Total in Consolidated Debt, 18,130,905*l.* To the latter amount must be added 1,137,595*l.* on account of Railway Guarantees in arrears and commission, making the full total of the Consolidated Debt 19,268,500*l.*, equal to 90,561,950 dol.

From the general total of the Debt may now be deducted 343,000 dol., equal to 75,510*l.*, for amortization, due January 1, and now being paid on the Internal and International Debts.

During the year 1892, therefore, the Internal Debt has increased from 7,246,153 dol. (1,541,712*l.*) to 11,900,000 dol. (2,531,914*l.*), an increase of 4,653,847 dol. (990,192*l.*), of which 4,000,000 dol. (851,063*l.*) corresponds to the Guarantee Debt assigned to the Mortgage Bank.

This increase, however, is only nominal with regard to the charge upon the public Treasury, since by the process of unification the yearly service of interest and amortization has actually been reduced from 697,219 dol. (143,344*l.*) on the original amount to 595,000 dol. (126,595*l.*), or a reduction in the amount of the service of the Debt of 102,219 dol. annually.

The External Debt has likewise increased during the year 1892 from 16,724,300*l.* to 19,268,500*l.*, an increase of 2,544,200*l.* But here also the increase is nominal, so far as regards the charge on the Treasury, on account of the reduced rate of interest and easier terms of amortization.

The former service of the Foreign Debt (not including Railway Guarantee) was 4,980,470 dol. yearly, whereas at the reduced rate of interest, 3½ per cent., the annual service on the Consolidated Debt is only 3,169,668 dol., a reduction of

1,810,802 dol. yearly. There must also be taken into account the reduction of the Railway Guarantees from 7 to $3\frac{1}{2}$ per cent., or by one-half.

Taking all this into consideration, the yearly service due on the Public Debt may be summed up as follows :—

Description.	Amount.	
	Currency.	Sterling.
	Dollars.	£
External debt.	3,169,688	674,401
Internal „	595,000	126,595
International debt	248,864	52,949
Railway guarantees (maximum)	904,166	192,375
Total	4,917,718	1,046,320

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VENEZUELA.

REPORT FOR THE YEAR 1892
ON THE
TRADE OF THE CONSULAR DISTRICT OF CARACAS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1074.

*Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.*

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VENEZUELA.

CARACAS.

Mr. Boulton to the Earl of Rosebery.

My Lord,

Caracas, April 17, 1893.

I HAVE the honour to inform your Lordship that no Statistical Accounts having been published, I find myself in the same predicament as last year, and can only transmit Reports from the La Guaira, Puerto Cabello, Ciudad Bolivar, and Maracaibo Vice-Consuls.

Unable to procure reliable data, Mr. Andersen had to omit the usual table of the La Guaira imports.

I have, &c.

(Signed) H. L. BOULTON.

Report on the Trade and Commerce of the Consular District of Caracas for the Year 1892.

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CIUDAD BOLIVAR.

Mr. Vice-Consul de Lemos reports as follows:—

General
depression in
trade.

In a previous report on the trade and commerce of Ciudad Bolivar I have had occasion to point out the apparently stationary condition of trade and commerce in this Vice-Consular district. The statistical tables compiled by me for 1892 show a distinct retrograde movement in the commercial activity and general prosperity. Undoubtedly the civil war which raged for several months during 1892 has contributed greatly to accentuate this backward movement, but this cannot be considered the only cause of the steadily decreasing commercial activity during the last few years. Since 1885 several of the most important commercial firms in this place have gone into liquidation, and no corresponding number of new firms has been established. The mining industry in the Yuruari district continues to decrease every year. House and other property has fallen in value, and the general outlook for the future does not show any signs of improvement as yet. No doubt the want of cheap freights and easy means of communication, and the absence of any banks or other credit establishments greatly contribute to the present situation.

The tables referred to are the following:—

(a) Return of exports from the port of Ciudad Bolivar in the year 1892.

(b) Table showing comparative values of exports for the years 1884, 1886, 1888, 1890, and 1892.

(c) Table showing yield of gold from the Yuruari district from 1885-92.

(d) Return of British and foreign shipping at the port of Ciudad Bolivar during the year 1892.

(e) Total value of imports and custom-house duties levied for the year 1892.

(f) Table showing comparative values of imports and custom-house duties for the years 1884-92.

Imports and
exports.

Compared with 1884 the falling-off in the value of the imports amounts to fully 280,000L., or equal to nearly 70 per cent. The exports, compared with 1884, show a similar decrease of about 680,000L., or also nearly 70 per cent. The small production of gold in the Yuruari district is no doubt principally accountable for these striking reductions.

Gold.

River Orinoco.

The important question of opening the Orinoco River for navigation to Colombia, referred to in my last report, has not yet been decided. It is, however, anticipated that the present Government will take some steps in the matter, which is of vital importance to the future prosperity of this port.

Reimposition
of duties on
goods from
West Indies.

The 30 per cent. additional custom-house duty levied on imports from the West Indies, which was suspended during some months, has been re-imposed.

Annex A.—RETURN of Exports from the Port of Ciudad Bolivar
during the Year 1892.

Articles.		Quantity.	Value.
			£
Asses	Number ..	185	219
Balsam copaiba	Lbs. ..	25,106	1,539
Cattle, live	Number ..	8,000	32,806
Cheese	Lbs. ..	1,116	21
Cocoa	" ..	62,968	1,574
Coffee	" ..	372,474	13,779
Deer skins	Number ..	51,352	4,576
Feathers.. .. .	Lbs. ..	2,022	21,940
Goat skins	Number ..	6,366	425
Gold in bars	Troy ounces ..	46,560	170,469
Gold coin	" ..	" ..	1,600
Hides	Number ..	73,973	27,478
Horses and mules	" ..	51	492
Indigo	Lbs. ..	80	2
Simaruba	" ..	4,566	58
Tiger skins	" ..	188	15
Tobacco	" ..	194,748	3,478
Tonga beans	" ..	89,050	18,692
Other articles	" ..	27,298	1,584
Total	..	..	300,747

Annex B.—TABLE showing Comparative Values of Exports
during the Years 1884, 1886, 1888, 1890, 1892.

	1884.	1886.	1888.	1890.	1892.
	Bolivars c.	Bolivars c.	Bolivars.	Bolivars	Bolivars.
Value of produce, &c. (gold bullion excepted)	4,359,311 00	4,506,367 00	4,698,431	3,532,710	3,256,907
Value of gold bullion	20,804,637 88	18,518,015 68	1,963,172	8,125,445	4,261,757
Total	25,163,948 88	23,024,382 68	6,661,603	11,658,155	7,518,664
Eq. in sterling	1,006,538 <i>l.</i>	920,975 <i>l.</i> 6 <i>s.</i>	266,464 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i>	466,326 <i>l.</i>	300,747 <i>l.</i>

Annex C.—TABLE showing Yield of Gold from the Yuruari
District for the Years 1885-92.

Year.	Amount.
	Ozs.
1885	172,037·85
1886	217,135·07
1887	95,352
1888	71,594
1889	88,834
1890	85,531
1891	49,050
1892	46,560

**Annex D.—RETURN of British and Foreign Shipping at the
Port of Ciudad Bolivar during the Year 1892.**

ENTERED.

Nationality.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	9	7,486	7	455	16	7,941
American ...	...	...	1	1,500	1	1,500
Danish ...	1	256	...	...	1	250
French ...	3	646	9	1,818	12	2,464
German ...	3	827	...	...	3	827
Italian ...	1	258	...	...	1	258
Venezuelan ...	29	12,034	20	6,582	49	18,616
Total ...	46	21,501	37	10,355	83	31,856

CLEARED.

Nationality.	With Cargoes.		In Ballast.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
British ...	11	3,586	5	3,410	16	6,996
American ...	...	...	1	1,500	1	1,500
Danish ...	...	...	1	250	1	250
French ...	10	2,020	1	222	11	2,242
German ...	...	...	3	827	3	827
Italian ...	...	...	1	258	1	258
Venezuelan ...	28	11,249	3	442	31	11,691
Total ...	49	16,855	15	6,909	64	23,764

Annex E.—TABLE showing Total Value of Imports at Ciudad Bolivar and Custom-house Duties Levied for the Year 1892.

Country.	Value of Imports.	Duties Paid.
	Bolivars.	Bolivars c.
Trinidad, British West Indies ..	2,078,902	841,563 88
Great Britain.. ..	75,860	32,134 23
France.. ..	110,031	51,030 50
Germany	507,860	245,803 22
United States.. ..	946,903	381,838 92
12½ per cent. transit duty ..	..	194,046 34
Total	3,728,556	1,746,417 09
Equivalent in sterling ..	149,142	69,856 00

**Annex F.—COMPARATIVE Table of Imports and Custom-house
Duties for the Years 1884-92.**

Year.	Value of Imports.				Duties Paid.			
	Currency.		Sterling.		Currency.		Sterling.	
	Bolivars	c.	£	s. d.	Bolivars	c.	£	s. d.
1884	11,761,269	40	470,450	0 0	4,143,493	77	165,739	15 6
1885	9,431,596	02	376,531	17 6	3,977,672	50	159,083	18 6
1886	7,460,243	89	298,410	0 0	2,786,615	66	112,160	12 6
1887	6,832,000	00	272,120	0 0	2,517,295	00	100,691	16 0
1888	6,842,833	00	273,713	0 0	2,694,365	00	107,744	0 0
1889	6,018,433	31	276,737	0 0	2,927,234	13	117,089	0 0
1892	3,728,556	00	149,142	0 0	1,746,417	09	69,856	0 0

NOTE.—No reliable statistics were obtainable for 1890 and 1891 of imports and custom-house duties.

VENEZUELA.

LA GUAIRA.

Mr. Vice-Consul Andersen reports as follows:—

RETURN of Principal Articles of Export from the Port of La Guaira during the Year 1892.

Articles.	England.		Germany.		France.		United States.		Other Ports.		Total in 1892.		Total in 1891.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Coffee	Kilos.	£	Kilos.	£	Kilos.	£	Kilos.	£	Kilos.	£	Kilos.	£	Kilos.	£
Cocoa	5,800	348	1,241,000	74,460	6,801,600	417,000	3,031,000	180,060	1,481,500	88,890	12,630,800	757,848	12,754,005	817,069
Cacao	28,000	1,960	128,000	8,520	3,018,000	211,200	270,000	16,500	1,091,500	76,405	4,500,500	315,030	3,633,076	224,925
Hides	...	...	22,000	880	12,000	480	270,500	10,820	...	...	304,500	12,180	33,467	18,330
Skins	...	...	...	...	...	...	33,300	1,542	...	...	39,800	1,542	50,904	3,464
Sundries	...	...	4,000	100	8,000	440	20,000	1,820	4,300	20	37,600	1,380	143,926	26,651
Total	33,800	2,308	1,393,000	84,260	9,940,300	626,270	3,568,800	209,892	2,577,300	165,315	17,512,700	1,037,985	16,315,978	1,090,439

COMPARISON.

Year.		Value.
		£
Total in 1891	...	1,090,439
" 1892	...	1,037,985
Decrease in 1892		2,454

PUERTO CABELLO.

Mr. Vice-Consul Price reports as follows :—

RETURN of Imports to Puerto-Cabello from the following countries during the Years ended December 31, 1892-91.

Country.	Value.					
	1892.			1891.		
	£	s.	d.	£	s.	d.
England	68,763	17	7	271,257	17	3
Germany	132,124	6	4	335,222	19	6
France	70,498	8	4	136,216	9	0
Spain	14,653	9	4	45,402	15	1
Holland	7,524	15	0	53,634	7	9
United States of America..	136,909	10	11	289,591	11	5
West Indies	5,681	3	9	3,994	18	7
Belgium	772	5	6	..		
Italy	491	1	9	..		
United States of Colombia ..	..			539	16	0
Total	437,413	18	6	1,185,860	14	7

VENEZUELA.

RETURN of Principal Articles of Export from Puerto Cabello during the Years 1892-91.

Country	Coffee.	Cocoa.	Hides.	Goatskins.	Deer- skins.	Dist-divi.	Coffee.	Wood.	Horns.	Sugar.	Cotton.	Sundry Articles.	1892.			1891.		
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	£	s.	d.	£	s.	d.
England ...	...	...	...	...	...	...	26,805,000	...	...	...	...	...	134,626	2	0	184,468	12	6
Germany ...	3,690,633	15,757	16,296	96	355	21,500	...	9,200	14,123	...	4,627	73	248,651	13	7	372,132	2	11
France ...	4,480,172	287,564	590	...	273	...	...	...	...	...	...	...	315,797	11	8	356,515	18	6
United States of America	3,260,765	920	194,185	29,916	4,852	...	...	...	...	...	...	71,000	227,719	2	7	419,029	4	6
West Indies ...	12,149	...	...	2,126	...	...	...	...	...	62,608	...	112,664	4,634	12	3	2,337	6	11
Spain ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44,624	6	3
Total ...	11,443,769	304,241	211,071	32,138	5,480	21,500	26,805,000	9,200	14,123	62,608	4,627	183,737	931,829	2	1	1,379,107	11	7

MARACAIBO.

Mr. Vice-Consul Meyer reports as follows:—

The past year has been very unfavourable for nearly the whole Republic of Venezuela in consequence of the late revolution, which brings as a natural consequence the absence of confidence in commercial transactions. Effects of
revolution.

Great as the disturbances have been also in the country belonging to the district of this Vice-Consulate, I may safely say that people suffered nothing during the revolution when compared with the rest of the Republic.

In Maracaibo the different subsequent rulers have not failed to borrow money from the commerce, but by this date the greater part has been repaid already. It was most fortunate that during the whole civil war not a single shot was fired in or most immediate to Maracaibo; the town thus did not suffer at all, whilst Puerto Cabello, Valencia, Caracas, and La Guaira, as well as La Vela di Coro, saw desperate fighting.

The interior, Los Andes and the Tachira, suffered much more than Maracaibo, but fortunately the high price of export articles like coffee has brought considerable amounts of money to those regions, and all honest merchants will have no difficulty in paying their debts.

I enclose note of vessels arrived in this port during last year, from which you will see that seven British vessels only arrived— Shipping.

From—	Number of Vessels.
Malaga	2
Hamburg	2
Curaçao	1
Cadiz	1
New York	1

The American flag was again the most important, 4 schooners and 32 steamers.

Exports last year have been effected to a very considerable amount viâ Curaçao to Europe, whilst in former years nearly the total of Maracaibo's principal article of export, coffee, went to the United States. Hamburg and Havre have been the principal places where coffee was sent in 1892, either directly from here in sailing vessels or viâ Curaçao or New York. The reason of this is simply the imposition of 3 c. duty per 1 lb. of coffee in the United States of America on Venezuelan coffee. Since Brazil coffee does not pay duty there, the Venezuelan coffee in most instances was unable to compete, and, principally for the cheaper grades, the new market had to be looked for. Still Maracaibo coffee is very much liked in the United States, and prices Exports.
Coffee.

obtained there now are on and in some instances above quotations of European markets. Consequently exports are going again mostly to New York, whence coffee is sold to the best offerer either in the United States, Canada, or Europe.

In consequence of a decree closing the port of Willemstadt on the Island of Curaçao, where transhipment of goods for import in Maracaibo was made from big ocean steamers to small steamers or sailing vessels, such goods are now taking their way over New York, whence they are brought by direct steamers, established by the Red D line between New York and Maracaibo. Steamers leave New York about every 17 days, until a regular service is established, and this route is the best and quickest now for imports, exports, and mails to and from Maracaibo.

Notwithstanding the very unfavourable political situation of this country during the greater part of last year, the exports of coffee from Maracaibo reached the number of 365,186 bags, with 21,514,647 kilos., or 21,514 tons. This is the biggest number of tons ever exported from this port, and shows how steadily the business is increasing. On calculating the value of coffee at an average of 20 bolivars 50 c. per 100 lbs., or about 3*l.* 5*s.* the 100 lbs., this single article represents a value of 1,520,000*l.* more or less first cost, and about 1,700,000*l.* value cost on board ship.

From enclosed private statistics collected by me may be seen the monthly exports, February being the biggest in exports of coffee in consequence of the rush of shipments to reach New York before the duty was imposed there.

Cocoa.

EXPORTS.

Year.					Quantity.	
					Bags.	Kilos.
1892	..	..	..	..	1,340	59,263
1891	..	..	..	..	637	33,263

Accordingly the export has nearly reached the double quantity of that of the previous year, and it is only to be hoped that planters will by-and-bye pay again more attention to the article and secure good profits.

Exports are less than one-half of those the year previous. This, I suppose, is in consequence of the very low value represented by them abroad.

Exports of Peruvian bark were next to nil.

Goatskins have also been exported a little less in 1892 than the previous year.

Exports of dividivi reached only one-fourth of those of 1891 in consequence of the failure of the crop. Prices ranged here in consequence very high, about one-third more than formerly.

Cedar has been shipped heavily to La Guaira, where enormous quantities are stored, as compared with the requirements of Caracas, where all that cedar is used. Still prices here have been fairly well sustained because the cost of the cedar is constantly increasing on account of the greater difficulties experienced in bringing the same to market. The places where cedar is cut are very distant already, and in consequence a considerable amount of money and labour has to be spent on the sometimes intransitable roads, and often the cedar has to remain a whole year where it was cut, if rain does not fall sufficiently to provide the small rivers with water to take it down to the lake.

La Fria Railroad, to which I referred in several reports previous to this, is now contracted for by Mr. Roncayolo, and, it built, will surely give splendid results and considerably improve the communications from Maracaibo to the Tachira, avoiding the river.

The railroad from La Ceiba to Sabana de Mendoza is being continued to Motatan (direction of Trujillo) and to Valera, direction of Merida. This road has always yielded very good returns.

The Merida Railroad, constructed by a French company, is now working as far as it has been finished. I am unable to say whether the line will ever be brought as far as Merida, or whether, if it be done, the traffic will be sufficient to pay expenses and interests.

ARRIVALS of Vessels at the Port of Maracaibo during the Year 1892.

Nationality.	Steamers.	Brigs.	Schooners.	Barques.	Total.
British	32	1	6		7
American			4		36
French				1	1
German		2		1	3
Dutch			19		19
Italian		1		1	2
Swedish		1			1
Norwegian				2	2
Danish		7		1	8
Venezuelan			29		29
Total	32	12	58	6	108

GENERAL Produce from Maracaibo during the Year 1892.

Date.	Coffee.		Cocoa.		Peruvian Bark.		Hides.		Goatskins.	
	Bags.	Kilos.	Bags.	Kilos.	Bags.	Kilos.	Pieces.	Kilos.	Bales.	Kilos.
January 11-29 ..	19,548	1,138,496	66	2,719	..	..	190	2,489	17	1,492
February 2-27 ..	58,819	3,417,366	32	1,567	..	..	2,110	26,001	124	13,667
March 1-31 ..	25,566	1,516,412	..	..	..	..	..	..	12	1,411
April 3-23 ..	22,162	1,362,727	54	2,668	..	..	..	2,622	74	6,587
May 1-25 ..	21,452	1,248,264	284	10,540	65	2,790	2,686	33,010	47	4,322
June 3-24 ..	25,407	1,508,876	104	4,783	..	..	504	5,932	80	7,882
July 4-30 ..	28,874	1,395,742	367	15,706	..	..	206	2,075	76	6,637
August ..	35,989	2,114,858	..	..	..	..	376	3,851	48	4,155
September 2-24 ..	40,551	2,391,520	493	18,810	..	..	752	9,342	73	6,125
October 1-31 ..	80,771	1,831,329	..	..	..	..	2,127	26,000	37	3,079
November 3-30 ..	27,464	1,617,598	..	..	19	865	1,078	20,816	75	6,414
December 6-29 ..	83,638	1,971,459	60	2,514	2	92	2,027	25,024	79	7,596
Total ..	365,186	21,514,647	1,340	59,263	86	3,747	12,232	158,812	742	69,417

GENERAL Produce from Maracaibo during the Year 1892—continued.

Date.	Copaiba.		Fustic, &c.	Dividivi.	Fish Sounds.		Brown Sugar.		Deerskins.	
	Bales.	Kilos.	Kilos.	Kilos.	Bags.	Kilos.	Packages.	Kilos.	Bales.	Kilos.
January 11-29 ..	15	547	416,922	..	23	..	774	31,192	8	735
February 2-27 ..	18	736	736,711	46,000	57	2,113	..	..	4	461
March 1-31 ..	15	621	884,142	..	20	4,830	80	3,680	1	118
April 3-28 ..	20	721	997,082	..	20	1,629	402	18,923	6	716
May 1-25 ..	30	1,284	974,166	198,305	34	2,200	324	14,800	4	406
June 3-24 ..	..	..	57,000	55,200	1	90	245	11,166	4	588
July 4-30 ..	..	..	96,425	..	1	69	140	6,444	5	636
August .. 2-24 ..	10	414	358,695	220,412	..	..	869	38,668	5	169
September 2-24 ..	22	950	151,048	..	8	703	367	10,870	2	639
October 1-31 ..	10	414	504,685	88,267	2	218	484	13,220	5	151
November 3-30 ..	..	..	46,000	..	10	899	288	10,300	1	364
December 6-29 ..	..	..	74,851	83,720	9	786	140	5,672	3	..
Total ..	140	5,687	5,297,727	691,904	165	13,586	4,063	164,940	44	4,933

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No. 1137.

DIPLOMATIC AND CONSULAR REPORTS ON TRADE
AND FINANCE.

WESTERN PACIFIC.

REPORT FOR THE YEAR 1891

ON THE

TRADE OF TONGA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 993.

*Issued during the Recess and Presented to both Houses of Parliament
by Command of Her Majesty.*

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1067. Gothenburg	2d.	1125. Stockholm	1½d.
1068. Buenos Ayres	1½d.	1126. Dantzic	2d.
1069. Loanda	1½d.	1127. The Hague	1½d.
1070. Guatemala	1d.	1128. Odessa	1d.
1071. Zanzibar	1d.	1129. Berne	1½d.
1072. Charleston	2½d.	1130. Malaga	3d.
1073. Nice	1d.	1131. Rome	2½d.
1074. Caracas	1d.	1132. St. Jago de Cuba	4½d.
1075. Lisbon	2d.	1133. Munich	1½d.
1076. Calais	2d.	1134. Meshed	1d.
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No. 1137.

Reference to previous Report, Annual Series No. 993.

WESTERN PACIFIC.

TONGA.

Consul-General Sir John Thurston to the Earl of Rosebery.

My Lord,

Suva, Fiji, August 31, 1892.

I HAVE the honour to forward herewith Returns showing the Imports and Exports of Tonga during the Years 1890-91, together with a Report thereon compiled from Reports furnished by Mr. Vice-Consul Leefe and Printed Returns issued by the Customs Department of Tonga.

I have, &c.

(Signed) JOHN B. THURSTON.

Report on the Trade and Commerce of Tonga for the Year 1891.

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During the year 1891 Tonga was happily free from any political or religious disturbances.

Taxes.

Price of
copra.

In February the Government ceased accepting copra by way of taxes, up to which date it had been received at the rate of 14 lbs. for 1s. (or 8*l.* per ton), whilst the large mercantile houses were giving 10*l.* per ton to white collectors, and time bargains made then are still in force for 10*l.* 10*s.* per ton. As the year advanced the price of this export (practically Tongas only one) fell considerably, and at its close the natives were only receiving 1s. for 20 lbs., or at the rate of 5*l.* 12*s.* per ton; and small traders, upon whom devolves the trouble of purchasing and collecting in small quantities, were only able to obtain from 6*l.* to 6*l.* 10*s.* from the exporting houses. Some few contracts were made for copra at 8*l.* per ton to be delivered, free on board, at Vavau.

At such low prices the natives have not cared to sell copra, but preferred to wait for a rise in the market.

Trade has, in consequence, been dull, and taxes have not been properly paid. The natives are unfortunately falling into arrears with their taxes.

Medium of
exchange.

It was noticed during the year that, owing to the Samoan Government deciding not to accept German silver marks as legal tender, this coin, in large quantities, was again being introduced. Tonga is now the only place in the South Pacific where this inconvertible coin is accepted as currency even at a discount.

Although, for internal purposes, the mark may be as useful as a shilling, still, when it is considered that Tongan direct trade is exclusively with countries in which the German mark is not a legal tender, it is to be regretted that the Tongan Government does not wholly exclude it from circulation, as has been done with great commercial advantage in Samoa.

Influenza.

During the months of November and December the islands suffered from a severe epidemic of influenza, causing the death of a great many of the natives. The epidemic was so severe as to greatly affect trade, little business having been done during the months specified.

Imports.

Imports.

Imports for 1890 were valued at 28,882*l.* 12*s.* 10*d.*, as against 51,929*l.* 4*s.* 2*d.* in 1891. The value of the consignments arriving under British and German flags was as under:—

IN BRITISH BOTTOMS.

Imports
under British
and German
flags.

Year.	Value.
	£ s. d.
1890.. 	18,518 11 9
1891.. 	39,168 0 0

TONGA.

3

IN GERMAN BOTTOMS.

Year.	Value.
	£ s. d.
1890.. .. .	8,911 0 8
1891.. .. .	12,104 14 10

The following are the chief ports from whence the imports were received :—

Places whence imported.

Ports.	Value.
	£ s. d.
New Zealand	31,838 11 11
New South Wales	8,236 9 4
Samoa	3,936 17 7
Fiji	1,051 0 11

The trade of Tonga may be considered as a retail one; the retail prices of the principal articles of import are therefore given :—

Retail prices of principal imports.

PRICES.

Articles.		Value.
		£ s. d.
Biscuits, cabin	Per 40-lb. tin ..	0 12 6
" pilot.. .. .	" " " ..	0 12 0
Butter in jar	" lb. ..	0 1 0
" tinned.. .. .	" " " ..	0 1 6
Cigars in bond	" 100.. ..	5s. to 10s.
Drapery prints	" yard ..	2d. to 1d.
" flannels	" " " ..	0 0 3
" alpaca	" " " ..	7d. to 10d.
Fish, tinned	" dozen ..	0 6 0
Flour	" ton.. ..	15 0 0
Fruits	" dozen ..	0 15 6
Galvanised iron	" ton.. ..	18 0 0
Meats, tinned (2 lb. tins)	" dozen ..	0 10 3
" " (1 lb. ")	" " " ..	0 7 0
Beef	" 100-lb. keg ..	1 2 0
Oil, kerosene, 150°	" case ..	0 15 0
Rice, per bag	" 56 lbs. ..	0 11 0
Soap, yellow	" cwt. ..	0 15 0
" mottled.. .. .	" " " ..	1 2 0
Sugar, white (beet)	" lb. ..	0 0 3½
" brown.. .. .	" " " ..	0 0 2½
Tea, China	" " " ..	0 1 9
" Fiji	" " " ..	0 2 0
Timber, dressed	" 100 feet superficial ..	1 7 0
" undressed	Per 100 feet superficial ..	1 5 0

WESTERN PACIFIC.

LOCAL PRICES OF NATIVE PRODUCE.

Articles.		Value.		
		£	s.	d.
Copra	Per 20 lb. ..	0	1	0
Fungus	" 8 lb. ..	0	1	0
Chillies, green	" 12 lb. ..	0	1	0
" dry	" 5 lb. ..	0	1	0
Coffee, husked	" 4 lb. ..	0	1	0
Yams	" ton ..	3	14	0
Bananas	" 40 lb. ..			
	bunch	0	1	0
Kumalas	" ton ..	3	10	0

Exports.

Exports.

The exports for 1890 were valued at 45,326*l.* 1*s.* 8*d.*, and 75,400*l.* 3*s.* 5*d.* in 1891. Of this there was carried:—

IN BRITISH BOTTOMS.

Year.		Value.		
		£	s.	d.
1890.. .. .		14,022	8	0
1891.. .. .		11,620	13	2

IN GERMAN BOTTOMS.

Year.		Value.		
		£	s.	d.
1890.. .. .		20,509	11	1
1891.. .. .		9,658	15	4

Proportion
of trade.
according to
nationality of
exporter.

The proportions of trade according to nationality of exporters were as follows:—

Nationality.	Value.					
	1890.			1891.		
	£	s.	d.	£	s.	d.
British	20,491	16	10	51,872	15	7
Danish	886	3	6	704	2	0
German	21,217	3	7	21,677	17	10
Russian	812	7	6	783	17	0
Tongan	1,918	10	3	461	11	0

Principal
exports.

The principal items of export were—

Articles.	Value.					
	1890.			1891.		
	£	s.	d.	£	s.	d.
Copra	34,353	3	6	63,764	15	6
Green fruit	6,438	1	3	3,533	1	0
Whale oil	765	0	0	1,098	0	0
Fungus	260	16	5	263	8	4
Wool	128	9	0	40	0	0

The exports were chiefly sent to—

Principal
ports to which
exports are
sent.

Ports.	Value.					
	1890.			1891.		
	£	s.	d.	£	s.	d.
Marseilles	13,856	10	1	30,959	19	6
New Zealand	9,129	0	1	9,510	3	5
Lisbon	7,562	14	0	28,897	10	0
United Kingdom	10,171	14	0	2,428	6	0

A whaling station was formed during the year on one of the Whaling. small islands in the vicinity of Nukualofa, and during the season which ends in November, 10 whales were taken by two boats. The oil obtained was estimated at 30 tons and valued at 600%.

Shipping.

The total tonnage entering and leaving the kingdom during Shipping. the years 1890 and 1891 is as under:—

	1890.		1891.	
	Entered.	Cleared.	Entered.	Cleared.
	Tons.	Tons.	Tons.	Tons.
	30,368	30,368	43,517	43,517
Steamers	5,984	5,984	19,694	19,993
Sailing vessels	36,289	36,352	63,211	63,510
Total				

The British and German tonnage respectively entering and leaving the ports of Nukualofa, Neiafu, and Lifuka was as follows:—
British and German tonnage.

WESTERN PACIFIC.

BRITISH TONNAGE.

Port.	Steam.		Sailing.		Total.	
	1890.	1891.	1890.	1891.	1890.	1891.
Nukualofa ...	22,516	30,640	254	1,104	22,970	31,744
Neiafu ...	10,166	21,114	865	827	11,031	21,941
Lifuka* ...	...	9,384	...	365	...	9,749
Total ...	32,682	61,138	1,119	2,296	34,001	63,427

GERMAN TONNAGE.

Port.	Steam.		Sailing.		Total.	
	1890.	1891.	1890.	1891.	1890.	1891.
Nukualofa ...	28,054	25,896	3,974	2,320	32,028	28,216
Neiafu ...	...	...	1,846	1,608	...	3,454
Lifuka* ...	...	...	...	1,306	...	1,306
Total ...	28,054	25,896	5,820	5,234	32,028	32,976

* During 10 months, March to December, 1891.

NOTE.—For the years 1889 and 1890 vessels calling at Nukualofa, and then proceeding to Neiafu, appear in statement as having entered at the first-named port and cleared from the latter, or vice versa, but this practice has now been discontinued and the tonnage of vessels is shown in the returns of each port at which they entered or cleared.

Steam Communication.

Imperial
North
German
Lloyd's Line.
Union
Steamship
Company of
New Zealand
(under
contract to
the Tonga
Government).
Donald and
Edin-
borough's
Line.

A service runs as heretofore between Sydney, New South Wales; Nukualofa, Tongatabu; and Apia, Samoa; thence back to Sydney.

A 28-day service between Auckland, New Zealand; Nukualofa, Tongatabu; Lifuka, Haapai; Neiafu, Vavau; and Apia, Samoa; and back via Nukualofa. (From August to January the steamer performing this service leaves Samoa for Fiji (Suva), and thence to Auckland by way of Tongatabu.

Six-weekly service between Auckland, New Zealand; Nukualofa, Tongatabu; Apia, Samoa; Tahiti and Rarotonga.

There is, however, some prospect of this line being discontinued by the above-named firm and taken up by the Union Steamship Company of New Zealand.

The work of extending and broadening the end of the Nukualofa Wharf has been completed, and a vote has been taken to meet the cost of carrying out the wharf at Neiafu (Vavau) into 20 feet water.

Wharfs,
Nukualofa
and Neiafu.

Marks,
beacons, and
buoys.

There is nothing to report in respect of beacons and buoys excepting that one or two of the buoys in the Egeria Channel have been washed away.

Although there has been a slight increase in the export of Horticulture. oranges from 26,054 cases in 1890 to 35,929 cases in 1891, it is feared that a very small quantity will be exported during 1892, owing to the destruction of the orange trees by an insect.

This insect pest, according to Dr. W. M. Maskell, of New Zealand, is a *Chionaspis*, possibly *C. citri*.

It is reported that the pest has recently attacked the banana, tobacco, and other plants, in consequence of which the Government of the neighbouring colony of Fiji have prohibited the importation of Tongan fruit and vegetable produce generally.

The laws of Tonga have been much improved by the passing Laws. of a criminal and civil code, copies of which have already been transmitted.

Population.

The native population of Tonga is estimated as follows :—

Population.

Description.	Number.
Adult males	5,281
„ females	5,142
Youths	2,910
Girls	2,940
Children	2,923
Total	19,196

In—	Number.
Tongatabu	6,675
Ena	353
Haapai Group	5,414
Vavau Group	5,084
Nuiafo'ou	993
Nuiatobutabu	667
Total	19,186

FOREIGNERS.

Nationality.	Number.
British	206
American	25
Chinese	3
Danish	8
French	14
German	90
Russian	4
Swedish	3
Total	353

TOTAL POPULATION.

Description.		Number.
Natives ..	.. .. .	19,196
Foreigners ..	.. .. .	353
Total ..	.. .. .	19,549

RETURN of Tongan Trade for the Years 1890-91.

IMPORTS.

Countries.	General Merchandise.	
	1890.	1891.
	£ s. d.	£ s. d.
South Australia ..	.. .. .	246 10 10
New Zealand ..	18,846 18 8	31,838 11 11
Victoria ..	.. .. .	2,616 7 6
New South Wales ..	2,351 11 2	8,236 9 4
Fiji ..	293 3 11	1,051 8 5
United Kingdom ..	156 16 8	1,922 0 11
Germany ..	4,156 9 6	1,808 8 7
Samoa ..	2,613 11 2	3,936 17 7
Norway ..	.. .. .	21 0 0
Tahiti ..	.. .. .	31 15 6
Rarotonga ..	58 18 0	9 11 8
Savage Island ..	.. .. .	4 0 0
British Columbia ..	405 6 9	.. .. .
San Francisco ..	.. .. .	206 1 11
Total ..	28,882 12 10	51,929 4 2

EXPORTS.

Countries and Ports.	Produce of Tonga.		Manufacture of other Countries.	
	1890.	1891.	1890.	1891.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
New Zealand ...	8,217 6 11	9,347 6 0	911 13 2	169 17 5
New South Wales ...	579 4 0	1,054 11 4	8 0 0	5 18 0
Fiji ...	721 0 10	191 1 0	39 0 0	236 7 2
United Kingdom ...	10,171 14 0	2,424 6 0	.. .. .	.. .. .
Lisbon ...	7,562 14 0	23,897 10 0	.. .. .	.. .. .
Marseilles ...	13,856 10 1	30,959 19 6	.. .. .	.. .. .
Samoa ...	1,434 16 0	205 18 0	1,001 4 11	508 12 4
Savage Island ...	.. .. .	.. .. .	168 13 10	389 16 8
Germany ...	4 0 0	1,012 0 0	.. .. .	.. .. .
Singapore ...	.. .. .	.. .. .	2 16 0	.. .. .
Tahiti ..	.. .. .	.. .. .	25 0 0	.. .. .
Valparaiso ...	622 7 11	.. .. .	.. .. .	.. .. .
Total ...	43,169 13 9	74,096 11 10	2,156 7 11	1,303 11 7

TONGA.

RETURN of Tongan Trade for the Years 1890-91.

IMPORTS.

Nationality of Importer.	General Merchandise.					
	1890.			1891.		
	£	s.	d.	£	s.	d.
British	12,609	11	0	32,390	6	9
Chinese	89	4	1	9	15	6
Danish	428	4	0	304	4	6
French	351	17	5	444	14	4
German	12,581	4	0	14,899	2	4
Russian	718	0	1	1,092	2	3
United States	7	15	0	116	5	4
Tongan	1,951	8	3	2,561	17	9
Other nationalities	...	...	...	110	15	5
Total... .. .	28,882	12	10	51,929	4	2

EXPORTS.

Nationality of Exporter.	Produce of Tonga.				Manufacture of other Countries.			
	1890.		1891.		1890.		1891.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
British	18,457	7 5	51,036	17 2	2,034	9 5	835	18 5
Danish	855	4 0	764	2 0	0	19 6	...	...
German	21,126	4 7	21,127	14 8	90	19 0	450	3 2
Russian	783	7 6	778	17 0	29	0 0	5	0 0
Tongan	1,917	10 3	449	1 0	1	0 0	12	10 0
Total	43,169	13 9	74,096	11 10	2,156	7 11	1,303	11 7

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1893.

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WESTERN PACIFIC.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF SAMOA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1064.

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1893.*

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1198. Nice	1½d.	1257. Lisbon	1½d.
1199. Kiungchow	1½d.	1258. Tientsin	1d.
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WESTERN PACIFIC.

SAMOA.

Consul Cusack-Smith to the Earl of Rosebery.

My Lord,

Samoa, May 19, 1893.

I HAVE the honour to enclose my Report upon the Trade of Samoa during 1892. I regret that I have not been able to forward it sooner, but some of the information was not obtainable earlier.

I have, &c.

(Signed) T. B. CUSACK-SMITH.

Report on the Trade and Commerce of Samoa for the Year 1892.

ABSTRACT of Contents.

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General remarks.. .. .	1
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Public works	5

General Review of Trade.

While the aggregate total of the exports shows a slight increase upon the previous year, the imports have not merely failed to maintain the rate of increase which was reported last year, but have come short of the aggregate total for the year 1891.

General
review of
trade in 1892.

This decrease in the imports may probably be accounted for by the fact that in the beginning of 1892 nearly all the traders were over-stocked, and also that one of the largest trading firms was retiring from business during the whole of last year.

Reasons for
decrease in
imports.

(1595)

A 2

But the principal reason was the unfortunate political crisis through which Samoa was passing; a crisis which paralysed trade, checked all progress, and landed both the Government of Samoa and the Municipal Administration of Apia in serious financial difficulties.

Depression of trade. Trade during the closing months of 1892 and the beginning of 1893 has been duller, and the money has been scarcer, than at any time during the past 3 years.

Shipping and Navigation.-

Increase in arrivals and tonnage. The number of vessels of all nations which arrived at Apia in the year 1892 was 104, with a total of 85,565 tons, being an increase of 11 vessels and 25,068 tons over the preceding year.

These figures do not include warships or coasting vessels.

Total ships entered.

Nationality.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
American ...	6	675	17	32,962	23	33,638
British ...	5	599	25	28,337	30	28,936
German ...	26	2,439	14	16,106	40	17,595
Norwegian ...	7	4,105	...	...	7	4,105
Danish ...	3	1,011	...	...	3	1,011
French ...	1	250	...	...	1	280
Total ...	48	9,169	56	76,406	104	85,565

Total departures. British shipping since 1889 compared.

The total clearances show 99 vessels with 84,129 tons. The following figures compare the British shipping entering the port of Apia during the past 3 years:—

Year.	Sailing.		Steam.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
1890 ...	10	633	23	9,633	33	10,496
1891 ...	14	1,602	27	18,422	41	20,024
1892 ...	5	599	25	28,937	30	28,936

COMPARATIVE Table showing the Total Trade carried in Vessels of Various Nationalities in 1892-91. Comparative table of sea-borne trade.

Nationality.	Imports.		Exports.	
	1892.	1891.	1892.	1891.
	£	£	£	£
German.. ..	32,513*	32,649*	7,468*	9,740*
British	21,875	23,421	700	1,132
American	8,821*	11,654	684	326
Danish	4,098	2,386	6,727*	6,043*
Norwegian	10	..	18,938*	16,985*
French	..	..	1,837	..

* Includes copra imported from Islands other than Samoa for re-exportation.

During 1892 the whole of the improved steam communication with New Zealand, Australia, and California continued in operation. Steam communication.

Trade and Commerce.

The following table shows that there was a slight increase in the total of the exports in 1892, but the imports are less than in 1891. The decline in the imports may be more than accounted for by the withdrawal from business of a large British firm :— Comparative table of exports and imports.

Year.	Exports.	Imports.
	£	£
1890	20,509	43,626
1891	34,647	70,712
1892	36,356	67,318

Under the provisions of the Treaty of Berlin only copra, cotton, and coffee are subject to export duty.

It is to be regretted that a declaration is not required from the exporters of the value and nature of each article exported from Samoa, in order that reliable statistics might be obtainable of the growing export trade. A declaration by exporters necessary.

From the following table it will be seen that of the imports considerably more than half come from Great Britain and her colonies. Last year the imports coming from Great Britain and her colonies were nearly two-thirds of the total imports. There is therefore a slight decrease in the preponderance of British imports. The preponderance of British imports decreased.

Great Britain and her colonies imported into Samoa in 1892 nearly 2½ times as much as any other nation.

COMPARATIVE Table showing the Total Value of all Articles Imported to Samoa and Exported from Samoa to and from Foreign Countries in 1891-92.

Country.	Imports.		Exports.	
	1891.	1892.	1891.	1892.
	£	£	£	£
Great Britain and colonies	43,834	39,259	781	244
Germany and colonies	12,567	14,340	1,871	655
United States	11,829	9,689	..	251
Tonga	57	886	1,387	782
South Sea Islands (various)	24	115	..	728
Denmark	114	228	..	..
South America	..	..	1,879	804
France	..	..	1,721	..
Europe (for orders)	..	..	22,560	27,939*
Other countries	23	..	1,621	..
Copra in transit	1,746	2,797	2,229	2,698
Total including fractions of dollars omitted above ..	70,712	67,818	34,647	36,356

* Of the 27,939*l.* shipped to Europe for orders the greater proportion should be credited to Germany, but the exact amount cannot be ascertained.

British imports.

Of the British imports 46*l.* came from the United Kingdom, 20,528*l.* from Australia, and 18,684*l.* from New Zealand.

Dutiable articles.

TABLE showing Amount of the Principal Dutiable Articles Imported in 1891-92.

Articles.			Amount im-ported in 1891.	Amount im-ported in 1892.
Beer and porter	Gallons ..	..	9,102	8,197
Spirits	" ..	..	838	1,824
Wines	" ..	..	1,476	1,297
Sparkling wines	" ..	..	164	88
Tobacco	Lbs. ..	..	1,024	1,902
Cigars	" ..	..	697	566
Gunpowder	" ..	..	600	2,936
Sporting arms	Number ..	..	..	79

Value of imports and exports misleading.

The values of the imports and exports are calculated on too low a basis. In the exports the value for duty is calculated in the case of copra on the price paid to the natives by the traders, and does not represent the value of the copra at the time it leaves Samoa.

The declared value of copra exported in 1892 amounted to Copra. 27,281*l.*; last year it amounted to 25,160*l.*

The declared value of the cotton exported amounted to Cotton. 1,355*l.*; in 1891 it amounted to 2,200*l.*

Coffee to the declared value of 378*l.* was exported, being a Coffee. decrease of 482*l.* as compared with the preceding year.

Population and Industry.

The census of British born subjects taken in the beginning of British 1891 showed that there were 235 British born subjects then population. resident in Samoa. Enquiries recently made show that at the end of 1892 there were, in Apia alone, nearly that number of British subjects, and there is every reason to believe that in Samoa there are now 300 British born subjects.

Owing to the unsettled state of the country, the Samoans Cultivation. have almost entirely neglected all planting or cultivation of the soil. Indeed, so indolent are they that they actually buy the dried kava root, to make their national beverage, from the traders sooner than take the trouble of planting, as in former days, a few kava shrubs near each hut.

The kava, when planted, requires no cultivation or attention.

Considerable attention has been paid during 1892 to various Acclimatisa- suggestions for increasing the export trade, and attempts are tion. being made to introduce into Samoa and acclimatise various useful and valuable plants.

Many acres of ground have, during 1892, been planted with Cacao. cacao, which has all been obtained from seed raised from plants introduced some years ago by one firm.

A great deal of land near Apia has, during the past year, been Clearing of cleared and reclaimed. land.

The land so reclaimed has for the most part been utilised for Market market gardens, with the result that good vegetables are now gardens. obtainable at a moderate price.

Public Works.

No public works, that is to say works carried out with the No public public funds, have been attempted during 1892. works.

A new hotel, which has all the comforts necessary for visitors, New hotel. has been completed, and marks a great advance in the style of building now being erected in Apia.

Many new houses and villas have been erected of a superior Many new type, and the old weather-board trader's house is becoming a houses. thing of the past.

Owing to the rapid extension of the town at Apia, and the New road number of carriages imported during 1892, new roads are required. urgently required in all directions, not only to open up fresh building sites, but also to bring the surrounding districts into easy communication with Apia. But under existing circumstances it is almost hopeless to expect public works.

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ZANZIBAR.

REPORT FOR THE YEAR 1892

ON THE

TRADE OF ZANZIBAR.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1071.

*Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1893.*

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ZANZIBAR.

ZANZIBAR.

Mr. Rennell Rodd to the Earl of Rosebery.

My Lord, *Zanzibar, March 2, 1893.*

I HAVE the honour to forward herewith to your Lordship a Commercial Report, together with Statistical Returns of Imports and Exports, for the Port of Zanzibar during the 12 months ending December 31, 1892.

These returns show a very great advance in thoroughness and accuracy upon any other statistics, which it has been hitherto possible to prepare in Zanzibar, and deal exhaustively with the movement of trade in the Protectorate since the establishment of the Free Port System in February, 1892.

I have much pleasure in drawing your Lordship's attention to the excellent work accomplished in this respect by the officials of the Department which is directed by Mr. C. W. Strickland, Collector of Customs to His Highness the Sultan, to whom I am also indebted for many of the observations which are made in the text of the Report.

I have, &c.
(Signed) RENNELL RODD.

Report on the Trade and Commerce of Zanzibar for the Year 1892.

ABSTRACT of Contents.

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(1505) A 2

Introductory. The statistical summaries of the trade of Zanzibar for the year ending December 31, 1892, drawn up by Mr. C. W. Strickland, collector of customs and revenue to His Highness the Sultan, are of special interest, as it is only since February, 1892, when Zanzibar became a free port, that the necessary machinery has existed for this compilation.

Trade statistics: how obtained. The statistics of imports and exports are obtained for such articles as do not pass immediately through the customs, from declarations made by the merchants on shipment or landing of goods; these declarations—which rest for their accuracy solely on the good faith of the merchants, who agreed at the time when the free port was instituted to guarantee the correctness of the statements made—show the quantity and value of the goods on a prescribed form, supplied at the custom-house, and they are treated as strictly confidential, and only used for statistical purposes. As, however, the system was not yet in force in January, 1892, the returns for that month are given in bulk, and added to the totals at the end of each return.

In making a comparison between the results shown in these statistics and those for 1891 it must be remembered that the latter were difficult to obtain, that they could only be calculated as an estimated valuation at the end of the year, from the manifests supplied by the various shipping agents, and that too much reliance must therefore not be placed on them.

Annex 1 gives a detailed statement of imports brought into the port of Zanzibar from all countries, with a summary. This includes the produce of Zanzibar and Pemba Islands, which is all brought to Zanzibar for shipment.

Annex 2 gives a detailed statement of articles exported from Zanzibar to all countries, with a summary.

Annex 3 gives a general statement of the customs revenue derived from all sources.

Imports and native produce.

In forwarding these returns to General Matthews, First Minister of His Highness the Sultan, Mr. Strickland observes in the first place, with regard to imports from all countries, including the produce of the Sultan's dominions, that the total declared value is 189,65,277 rs. (1,185,329*l.* 16*s.* 3*d.* *), being an increase of 20,85,586 rs. (130,349*l.* 2*s.* 6*d.*) over the imports of 1891, notwithstanding that there has been a decrease in the following items:—

Description.	Value.
	Rupees.
Copper coins of Seyyid Burghash stamp ..	1,10,814
Cloves	1,87,912
Hides	2,18,369

* The average Indian rate of exchange for the year 1892 = 1*s.* 3½*d.* per rupee; but for convenience in calculation the rupee is here, and elsewhere in this report, reckoned as equal to 1*s.* 3*d.*

Besides in a few less important items. The increase is mainly due to ivory, the import of which alone exceeds by 20,76,897 rs. in value the quantity imported in 1891.

The imports as shown in Annex 1 are distributed as follows:—

From—					Value.
					Rupees.
<i>a.</i>	Foreign countries..	..	..	..	116,18,702
<i>b.</i>	German coast ..	..	..	..	37,42,131
<i>c.</i>	Sultan's dominions ..	..	..	..	29,44,566
<i>d.</i>	Imperial British East Africa Company's territory ..	..	..	..	6,59,878
Total					189,65,277

Of these (*a*) and (*d*) together show an increase over the returns for 1891 of 18,39,949 rs. and (*b*) of 3,73,311 rs., which may be taken as evidence of the first fruits of the free port system. On the other hand (*c*) betrays a falling-off of 6,508 rs., as compared with the returns for 1891.

These figures do not, however, by any means represent the full activity of the port, for, as Mr. Strickland observes in his report, "In addition to the declared imports, a very large quantity of goods is brought into the port by the main line steamers, and transhipped direct into the small coasting steamers of the German and Portuguese companies, and also into dhows, to be taken to the mainland and the southern ports. It is impossible to arrive at the value of these transshipments, as the shipping agents have no means of knowing their amount, and the merchants to whom the goods are consigned are not here, consequently this port does not get the credit of the traffic, which must represent a considerable value during the year."

It will be observed that while the imports from British India absorb the principal share of the Zanzibar market, owing chiefly to the large quantities of grain shipped from Bombay and Calcutta, among European countries Great Britain holds her own with an estimated total value of 15,23,437 rs. (95,214*l.* 16*s.* 3*d.*), as against 11,41,036 rs. imported through Hamburg from Germany, which stands second in the European competition.

Glancing next at Annex 2, it will be found that the total value of declared exports during the year 1892, to all parts of the world, amounts to 145,28,568 rs. equal to 908,035*l.* 10*s.*, showing a falling-off, compared with the returns for 1891, of 48,50,695 rs. equal to 303,168*l.* 8*s.* 9*d.* Besides the fact to which I have already alluded that the return for 1891 can only be looked upon as approximate, Mr. Strickland in his report shows that this falling-off is attributable to three causes.

The high figures reached in 1891 were, in a great measure, due to the fact that when, at the beginning of that year, the German (1505)

Exports.

Decrease in
ivory export
apparent
rather than
real.

East Africa Company moved their headquarters from Zanzibar to Daressalam, they exported the whole of the large stock of ivory, which they had accumulated here, to Europe and various parts of the world. The ivory exports in 1891 consequently reached a total value of 73,93,856 rs. as against 23,69,721 rs. exported in 1892. The difference between these two sums more than accounts for the total falling-off in exports in 1892.

In the second place the cloves and hides exported show a decrease of 2,30,016 rs. and 1,25,363 rs. respectively.

Decrease in
cloves and
hides.

The clove crop is necessarily a varying one, and the difference between the exports of 1891 and 1892 is much smaller than that between 1890 and 1891, though the ratio is a constantly diminishing one. The falling-off in the import and export of hides is due to the cattle plague on the mainland, which has devastated whole districts, and produced great distress among the native population. In the third place, the large quantities of goods which were at one time landed in this port, from the mainland and the south, for re-exportation to Europe, are now brought over to a large extent in the small coasting steamers of the German and Portuguese Companies, and transhipped directly into the homeward bound steamers of the main line, without being landed at all, so that this port does not get credit for their value.

On the whole then, the return of exports for 1892 may be looked upon as a tolerably favourable one, the decrease in ivory not being in reality a falling-off from the natural legitimate trade in this commodity, the import of which, as has been shown, has increased by leaps and bounds in 1892, but only apparent, in consequence of the sudden transfer of stock referred to. The decrease on this account, added to that upon cloves and hides, together amounts to 53,79,514 rs., that is to say, 5,28,819 rs. in excess of the total falling-off shown in 1892, as compared with 1891. This excess is compensated for by the fact that specie to the amount of 5,76,171 rs. appears in the returns for 1892, as having been exported to Asia and Africa, whereas none is shown in the returns for 1891.

The exports as shown in Annex 2 are distributed as follows:—

To—				Value.
				Rupees.
a.	Foreign countries ..	..	..	88,91,487
b.	German coast ..	..	..	37,29,369
c.	His Highness's dominions ..	..	..	11,55,746
d.	Imperial British East Africa Company ..	..	..	7,51,946
Total ..				145,28,568

It should be observed that in Annex 1 the cloves are reckoned in frasilas or packets of 35 lbs. weight, the form in which they are brought into Zanzibar, while in Annex 2 they are

counted in packages of 140 lbs., the form in which they are exported.

Annex 3 shows the income collected from the various sources at the custom-house during the past year, amounting in all to 6,51,139 rs. as against 9,60,394 rs. collected in 1891, that is to say a falling-off of 3,09,255 rs. This was, of course, to be anticipated in consequence of the introduction of the free port system, and the discontinuance of the 5 per cent. import duty on goods from foreign countries.

It may here be mentioned that while Zanzibar is a free port, goods from foreign countries re-exported thence to Pemba or the Benadir ports are still subject to the old 5 per cent. duty.

The decrease in the customs returns is thus accounted for:—

Description.	Amount.	Decrease in customs revenue.
	Rupees,	
1. Decrease in duty on imports from foreign countries owing to remission of 5 per cent. duty	3,34,424	
2. Decrease in duty on imports from His Highness's dominions (this refers almost exclusively to the Benadir coast)	45,612	
3. Decrease in produce and value of cloves	57,503	
4. Decrease in duty on copper coins	18,460	
Total	4,55,999	

Against this, however, must be set certain new sources of revenue collected at the customs department, which will, it is hoped, continue to bring in a steadily increasing income. During the past year they have already sufficed to reduce the loss entailed on the customs, in the four items enumerated above, from 4,55,999 rs. to 3,09,255 rs.

These new sources of revenue are for the most part charges on account of local improvements, or represent some actual benefit received in return. Chief among these, to quote again from Mr. Strickland's report, "is the erection of a new landing wharf with a steam crane, and of spacious warehouses at the custom-house. By means of this wharf, lighters can now be discharged at almost all states of the tide, without the delay which used formerly to occur; while in the warehouses goods are stored, free of charge for a period of seven days, insured against fire and protected from rain and theft. In return for these benefits a small charge is levied according to a tariff approved at a meeting of the Zanzibar Chamber of Commerce."

This charge met with considerable opposition at the outset, and was characterised as a contravention of the treaties; gradually, however, the whole of the mercantile community have recognised the advantages accruing to themselves from the new system.

Of a similar nature are the warehouse rent, and the charge for the storage of kerosine oil, which has now to be kept in a Government go-down, well away from the town. Other new

charges are, that levied on water supplied to ships from the hydrant in the custom-house, the small fees for import and export declarations, and the fee for the registering and stamping of deeds only levied on subjects of His Highness the Sultan.

Finally there are certain charges levied on the registering and stamping of firearms, and for licenses for the sale of spirituous liquors, imposed in execution of the provisions of the Brussels Act, which also contribute to make up for the deficit caused by the remission of the 5 per cent. duty on imports from foreign countries.

The second heading in the table, showing the decrease in the various branches of customs revenue, is easily accounted for. The income derived from His Highness's dominions reduces itself almost entirely to that derived from the Benadir coast, since cloves are reckoned separately, and the other produce of Zanzibar and Pemba Islands is scarcely worth considering.

Trade with
Benadir coast.

The chief imports from the Benadir are ivory and hides. Trade in the former is temporarily paralysed on account of the merchants on the coast declining to advance money to native caravans for its purchase, owing to the unsettled state of the country, while the trade in hides has for the moment almost ceased, in consequence of the disastrous cattle plague which has devastated Eastern Africa. But the state of uncertainty as to the future of the Benadir is chiefly ruinous to trade there, and, as has been observed in other reports, a district which 2 years or 3 years ago brought in a clear profit of 1,50,000 rupees, now barely suffices to pay for the ever-increasing cost of Administration which this unsettled state entails.

Cloves:
duties on;
sales of;
nature of
crop.

It will be seen from Annex 3 that the 25 per cent. duty levied on cloves continues to be the chief source of revenue. This duty is always collected in kind, and the sums realised by sales in the course of the year, together with the balance remaining in hand on December 31, calculated at the current rate, produce a total value of 5,00,340 rs., which falls short by 14,896 rs. of the total realised in 1891.

The sales are effected either by public auction or private treaty, the former course being that which the Government originally intended to pursue. It reserved to itself, however, the right of private sale, and this has been found to produce more satisfactory results, from a pecuniary point of view, than the public auctions, since there appears to be a certain reluctance among the purchasers to come forward in the open market, and, to quote once more from Mr. Strickland's report, "It has been repeatedly the case that the bids in auction have not nearly equalled private offers made before the auction commenced, or even the prevailing current prices, and also any surplus not sold in auction has frequently, in fact always, realised a higher price immediately afterwards, and generally from merchants who have already purchased a bid in public."

The price of cloves remained fairly steady from January to the middle of November, the average price for Zanzibar cloves being

2 dol. 69 c. per frasila of 35 lbs., for Pemba cloves 2 dol. 44 c. From the middle of November to the end of the year the prices rose considerably, owing, apparently, to competition to obtain cloves, in order to meet large sales in advance, made in Europe. The rise commenced with the Pemba clove, which indicates that it was the European competition which first brought about the rise, as the Zanzibar cloves are chiefly exported to Bombay by the Indian merchants here. The rise in the Pemba cloves, however, affected the Zanzibar clove also, which generally brings in 20 c. more per frasila, being a drier and better sample, so that the average price during the last weeks of the year rose, for Zanzibar cloves, to 3 dol. 80 c. per frasila, for Pemba cloves to 3 dol. 60 c. per frasila.

The clove crop, as has been frequently pointed out, suffers from the insufficiency of available labour in Zanzibar. Domestic slave labour is, under present conditions, a steadily diminishing resource, and the Arab proprietors mortgaged, as they are through both the islands, to the Indian money-lenders, have no available money, even had they the habit and inclination to hire additional labour. They barely contrive to make both ends meet by such crops as they can gather in with their domestic slaves, whom they pass on reciprocally from farm to farm, when the short gathering season arrives. A considerable proportion of the crop always remains ungathered, and it is noticeable that large portions of various big estates are falling out of cultivation.

It is not surprising, therefore, to find that the total produce of the clove crops in 1892 has fallen short of that of 1891 by some 50,000 frasilas, while that of 1890 again was upwards of 100,000 frasilas better than that of 1891. The steady decline in the produce of Pemba has in 1892 been somewhat compensated by a considerable extension in the Zanzibar crop, but the cultivation generally seems to be decreasing; the crops for the current year do not promise to be very heavy, and prices may therefore still further advance.

The situation is one which will require before long to be dealt with in an energetic manner. The Indians are not likely to foreclose on their mortgages as long as they can get anything out of the Arab, for they could not work the farms themselves under present conditions, domestic slave labour being almost the only labour available, and the prices realisable by sale were a number of farms to come into the market, would consequently be very low. The Arab, on the other hand, is gradually becoming little more than an overseer on his own estate, and the steady repression of the slave trade prevents his recruiting new workmen.

Two measures would tend to relieve the agricultural interest, on which the existence of Zanzibar depends, from the difficulties by which it is at present surrounded. The first is the establishment of a land bank and loan office, under Government control, where money may be safely deposited, and small loans advanced at a reasonably low scale of interest in place of the present exorbitant

Desirability of
land bank and
institution for
experimental
cultivation.

rates charged by the money lenders, to whom all classes in the island are indebted beyond their capacity for repayment. The second is an institution upon some large farm or shamba in the neighbourhood of Zanzibar for experimental cultivation, under the direction of a competent specialist on tropical agriculture, with a view, on the one hand, to the education of the landowner, and on the other to the development on the lines indicated by the results of such experiments of such uncultivated lands as the Government may be able to acquire on easy terms, and work in its own interest.

It is true that the returns to the customs from the duty on chillies have more than doubled in 1892, and that this cultivation appears to be on the increase, while the export of copra has also considerably improved, but these remain comparatively small items, and the wealth and revenue of the island still depend upon cloves, for which the market is necessarily a limited one. When it is remembered that the plant was only introduced into these islands at the very end of the last century, and that they now supply four-fifths of the clove consumption of the world, it seems probable that many other equally remunerative forms of cultivation may be discovered, and a fresh impulse given to the agricultural interest here by a proper investigation of the subject, and by practical experiment on the spot.

Fibre: new
mill for
extracting.

In his report on the trade of Zanzibar in 1891, Sir Gerald Portal alluded to the possible development of a considerable coir and fibre industry here, owing to the abundance of fibre-producing plants which over-run the fertile portions of the island wherever the ground is not cleared for cloves, and spoke of the intention of an English firm to set up a fibre-extracting mill. It is satisfactory to be able to record that this mill, the property of Messrs. Boustead, Ridley and Co., is now in full working order, its complicated machinery being run, without European supervision, entirely by natives of the island, who have been trained and instructed in their work by an energetic partner in the house. Some 50 native men and women are now employed in preparing fibre, spinning yarn, &c., and a separate branch has lately been established for the weaving of matting. At the outset about 1,000 cocoanuts were worked up in the day, now the efficiency of labour has so developed that though the number of workers has been reduced, 4,000 nuts are disposed of per day. A difficulty is experienced in the supply of material, although the coco tree flourishes throughout the island, in consequence of the absence of any adequate means of transport; it consequently pays better to take dhow loads of nuts from the mainland than to collect them on the island itself. The same difficulty stands in the way of utilising the aloe leaf, which grows in a desultory way wherever the ground is not cleared, and which would produce a still more valuable fibre did any means exist for collecting and bringing the raw material to the mills.

Shipping
returns and
harbour
service,

The shipping returns for 1892 (Annex IV., Table A.) show that the tonnage of the vessels visiting Zanzibar has remained

tolerably constant, though the actual number of vessels has slightly diminished as compared with 1891 (see Table B.).

The tonnage calculated is that of net register, and each ship is only counted on entering the harbour, and not a second time on leaving it. It must, however, be remembered, in comparing the different nationalities of the shipping exposed in Table C., that the British-Indian mail steamers now run only to Zanzibar, and return thence directly north again, whereas the French, German, and Portuguese mail steamers continue their voyages south and east, and return after a certain interval to Zanzibar on their way home, so that the same vessels are counted twice over in each full journey.

Returns of the petty traffic in native craft have not yet been possible to secure, and there must still be a considerable movement of commerce which remains unrecorded.

Table D. exhibits statistics of the coasting vessels touching at Zanzibar during the year 1892, and Table E. shows the number of British and foreign men-of-war which have visited the port during a similar period.

Under the able management of Commander Hardinge, R.N., Port Officer to His Highness the Sultan, who is unfortunately about to leave Zanzibar on grounds of health, suitable port regulations have now been drawn up, the shore boats have been numbered, and a regular tariff arranged, a staff of harbour police has been organised, and the dhows belonging to this port have nearly all been registered and required to take out proper papers according to the provisions of the Brussels Act. Besides these advantages a proper wharf has been constructed in front of the custom-house, with a movable steam crane, and the old confusion experienced in the harbour is in a fair way to order. All the expenses entailed by these developments and improvements have been borne by the Government of Zanzibar, which only receives a very small return in the shape of wharf rent, and fees for the registration of dhows, the proceeds of which have, up till now, been much more than absorbed by the initial expenses of organisation.

It must be remembered, in reviewing these trade and shipping returns, that, though great progress has been made in supervision, the dhow traffic has not yet been brought under a thoroughly efficient control, and that the administration of Pemba Island, especially in the customs department, still leaves much to be desired. A thorough reform in this direction is one of the next works which the young Government will have to take in hand. This, and an early settlement of the Benadir question, cannot fail to improve the revenues of Zanzibar to a very considerable extent. It should also be borne in mind that trade with the coast has during the last year or two suffered greatly through the disturbed state of the interior, more especially in the German sphere. Sir Gerald Portal's mission to Uganda appears to be playing an important part in the restoration of confidence, and the numbers of caravans starting up country have shown a marked increase since this expedition was organised.

Concluding
observations.

In conclusion, it may fairly be said that the advance which has been made in general supervision and in knowledge of the resources and capabilities of the Protectorate, is sufficiently apparent from the tables presented with this report. Much hard work has been done in a short space of time to impose a certain amount of order and system on the congested chaos of centuries, and great credit is due to Mr. Strickland and to all the officials working under him in the Customs and Treasury Departments for the untiring zeal with which they have carried out their duties.

E.—SUMMARY OF IMPORTS FOR THE YEAR ENDED DECEMBER 31, 1892.

Articles.	Europe.		America.		Asia.		Africa.		Total.	
	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
		Rupees s.		Rupees.		Rupees.		Rupees a. p.		Rupees a. p.
Amber	...	...	...	...	3	1,175	3	2,200 0 0	6	3,375 0 0
Animals	...	...	...	...	2,173	15,975	15,212	1,50,374 0 0	17,385	1,16,349 0 0
Bags and candies	67	8,397 0	...	...	486	35,991	36,852	28,969 0 0	37,405	73,357 0 0
Beads	664	68,337 0	...	...	422	28,527	21	1,318 0 0	1,107	98,182 0 0
Birds... ..	...	...	...	...	1	80	228	3,479 0 0	229	3,509 0 0
Building materials	2,958	27,726 0	...	...	9,093	1,740	4,744	6,097 0 0	16,795	35,663 0 0
Chillies	...	...	...	...	...	...	17,174	1,27,270 0 0	17,174	1,27,270 0 0
Cloves*	...	...	...	...	...	...	331,695	18,11,166 0 0	331,695	18,11,166 0 0
Clove stems... ..	...	...	...	...	...	...	25,626	15,141 0 0	25,626	15,141 0 0
Cocoanuts	...	...	...	...	...	...	4,917,261	1,53,420 0 0	4,917,261	1,53,420 0 0
Coins	440	41,360 0	...	...	160	5,80,238	1,125	1,59,148 0 0	1,725	7,80,746 0 0
Carriages	...	...	5	6,500	1	150	1	250 0 0	7	6,900 0 0
Copra and chickichicke	...	...	...	...	...	...	84,122	4,02,637 0 0	84,122	4,02,637 0 0
Cottons	...	...	...	...	196	2,940	148	681 0 0	344	3,621 0 0
Crockery	1,391	75,409 0	...	...	55,095	21,451	1,129	4,692 0 0	57,615	1,01,552 0 0
Coals... ..	5,283	3,27,524 0	...	...	25	46	...	...	8,908	3,27,570 0 0
Dates	...	...	...	...	30,553	57,013	325	508 0 0	30,878	57,521 0 0
Dry fish and shark fins	...	...	...	...	28,695	1,01,373	8,363	6,616 0 0	37,058	1,07,989 0 0
Firewood	...	...	...	...	...	...	...	31,161 0 0	...	31,161 0 0
Flour	2,000	43,879 0	...	...	11,905	1,53,174	45	834 0 0	13,950	1,97,887 0 0
Ghee... ..	...	...	...	...	6,614	1,96,573	2,682	58,899 0 0	9,296	2,55,472 0 0
Grain	72	1,424 0	...	...	127,091	11,48,630	193,258	4,53,932 0 0	320,421	16,03,986 0 0
Grocery	46,218	4,13,183 0	...	...	19,504	3,04,630	40,552	1,83,602 0 0	106,274	9,01,405 0 0
Ground-nuts	...	...	...	...	...	...	23	138 0 0	23	138 0 0
Guns... ..	...	...	...	...	32	165	6,457	2,48,486 12 6	6,489	2,44,651 12 6
Guns and ammunition	180	29,141 0	...	...	24	1,025	64	849 0 0	268	31,015 0 0
Hardware	26,291	2,28,860 0	5,469	7,800	5,805	93,662	255	4,909 0 0	37,820	3,35,231 0 0
Hides	...	...	...	...	205	2,115	157,951	96,615 1 6	158,156	98,730 1 6
Hippopotamus teeth	...	...	...	...	...	...	647	20,505 0 0	647	20,505 0 0
Ivory... ..	...	...	...	...	...	...	20,475	23,75,921 0 0	20,475	23,75,921 0 0
Mineral water	809	19,724 0	...	...	...	...	2	30 0 0	811	19,754 0 0
Miscellaneous	3,456	2,05,501 0	150	1,650	5,900	1,88,167	25,089	52,290 8 0	34,595	4,47,608 8 0
Opium	...	...	...	...	6	4,930	...	...	6	4,930 0 0
Orchella weeds	...	...	...	...	84	160	8,799	22,983 11 9	8,883	23,143 11 9
Paint, oil, and turpentine	589	8,416 0	...	...	514	5,988	...	...	1,094	14,404 0 0
Petroleum	...	...	18,818	2,76,863	...	...	...	...	78,818	2,76,863 0 0
Piece-goods... ..	7,035	15,25,675 0	4,685	4,02,730	19,450	28,99,826	198	33,692 0 0	31,368	48,61,923 0 0
Rhinoceros horns	...	...	...	...	...	...	712	23,187 0 0	712	23,187 0 0
Rubber	...	...	...	...	...	...	3,224	3,82,445 2 3	3,224	3,82,445 2 3
Shells	...	...	...	...	...	...	31,906	11,762 0 0	31,906	11,762 0 0
Sim-sim	...	...	...	...	...	...	82,368	1,38,254 4 3	82,368	1,38,254 4 3
Spirits	8,012	80,479 12	...	...	25	995	54	1,122 0 0	8,091	82,596 12 0
Tobacco and cigars	749	74,150 0	...	...	108	7,517	106,732	45,960 0 0	107,679	1,27,627 0 0
Tortoise shells	...	...	...	...	5	266	208	25,436 4 9	213	25,702 1 9
Vegetables	9,807	35,711 0	...	...	32,774	35,165	3,530	4,662 0 0	46,111	75,533 0 0
Wax	...	...	...	...	...	...	1,797	5,193 0 0	1,797	5,193 0 0
Wine	6,245	1,56,292 0	...	...	46	1,509	262	5,736 0 0	6,553	1,63,537 0 0
Wire	989	1,00,396 0	...	...	224	2,974	684	933 0 0	1,897	1,04,303 0 0
Woodwork	10,095	26,809 0	...	...	23,999	88,161	46,241	50,370 0 0	82,335	1,65,340 0 0
Coir and thread	3	818 0	...	...	732	24,831	16,175	29,549 0 0	16,910	55,223 0 0
Salt	...	...	...	...	1,310	6,068	...	1,360 0 0	1,310	7,428 0 0
Tiles	...	...	...	...	4,200	128	...	...	4,200	128 0 0
Total for 11 months of 1892	136,344	34,99,241 12	89,127	6,95,548	387,460	60,13,298	6,196,409	71,84,783 10 0	6,809,840	173,92,866 6 0
Estimated average for January, 1892	11,776	2,90,696 0	8,103	82,039	26,328	5,46,522	563,307	6,53,157 0 0	609,514	15,72,414 0 0
Total for 1892... ..	148,120	37,89,937 12	97,230	7,77,582	413,788	65,59,820	6,759,716	78,37,940 10 0	7,418,354	189,65,280 6 0
Equivalent in sterling	...	...	...	...	...	...	...	...	...	1,185,330 ¹ 0s. 5d.
Shewing an increase, compared with 1891, of	...	...	...	...	...	...	...	...	...	20,85,506 18s.

* Cloves are here reckoned in frasilas of 35 lbs., not in packages of 140 lbs.

† The average Indian rate of exchange for 1892 equals 1s. 3½d., but for convenience in calculation the rupee is reckoned in these returns throughout as 1s. 3d.

N.B.—The difference between the total and that of the summary is accounted for by annas and pies not being shown in the latter.

The package equals 4 frasilas of 35 lbs., or 140 lbs. for cloves. In other denominations the package varies, so that there is no common standard of measurement.

D.—STATEMENT OF IMPORTS FOR

A

Articles.	Alexandria.		Suez.		Port Said.		Cairo.	
	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
		Rupees.		Rupees.		Rupees.		Rupees.
Amber..	..	..	..	..	..	..	..	..
Animals ..	..	..	..	..	..	..	..	..
Bags and candas ..	..	..	..	..	..	..	..	..
Beads ..	..	..	..	..	..	..	..	..
Birds ..	..	..	..	..	..	..	..	..
Building materials ..	20	80	..	..	..	..	..	..
Chillies ..	..	..	..	..	..	..	..	..
*Cloves ..	..	..	..	..	..	..	..	..
Clove-stems ..	..	..	..	..	..	..	..	..
Cocoanuts ..	..	..	..	..	..	..	..	..
Coins ..	..	..	..	..	..	..	..	..
Coir and thread ..	..	..	..	..	..	..	..	..
Copra and chickichicki ..	..	..	..	..	..	..	..	..
Cotton..	..	..	..	..	..	..	..	..
Crockery and glassware ..	5	420	..	..	..	..	..	..
Carriages ..	..	..	..	..	..	..	..	..
Dates ..	..	..	..	..	..	..	..	..
Dry fish and shark fins ..	..	..	..	..	..	..	..	..
Firewood ..	..	..	..	..	..	..	..	..
Flour ..	20	500	..	..	..	..	..	..
Ghee ..	..	..	..	..	..	..	..	..
Grain ..	..	..	1	10	..	..	..	..
Grocery ..	26	745	42	645	..	..	..	..
Ground-nuts ..	..	..	..	..	..	..	..	..
Gum ..	..	..	..	..	..	..	..	..
Guns and ammunition ..	..	..	..	..	..	..	..	..
Hides ..	..	..	..	..	..	..	..	..
Hippopotamus teeth ..	..	..	..	..	..	..	..	..
Hardware ..	1	80	12	503	..	..	..	..
Ivory ..	..	..	..	..	..	..	..	..
Mineral water..	..	..	..	..	..	..	..	..
Miscellaneous..	14	1,207	6	810	..	..	1	..
Orchella weeds ..	..	..	..	..	..	..	..	..
Piece-goods ..	..	..	2	160	6	1,850	..	..
Rhinoceros horns ..	..	..	..	..	..	..	..	..
Rubber ..	..	..	..	..	..	..	..	..
Salt ..	..	..	..	..	..	..	..	..
Sim-sim ..	..	..	..	..	..	..	..	..
Shells and cowries ..	..	..	..	..	..	..	..	..
Spirits..	7	182	..	..	3	75	..	..
Tobacco and cigars ..	..	..	..	..	..	..	..	..
Tortoise shells ..	..	..	..	..	3	312	..	..
Vegetables ..	91	770	124	248	..	..	..	..
Wax ..	..	..	..	..	..	..	..	..
Wine ..	74	1,240	15	760	..	..	..	..
Wire ..	..	..	..	..	..	..	..	..
Wooden works ..	..	..	..	..	..	..	..	..
Total for 11 months up to December 31, 1892 ..	258	5,224	202	3,133	12	2,237	1	27
Estimated average for January 1892 ..	23	475	18	285	..	..	..	..
Grand total, 1892 ..	281	5,699	220	3,418	12	2,237	1	27
Equivalent in sterling ..	..	..	..	..	..	..	..	..

* These cloves are here reckoned in fr

THE YEAR ENDED DECEMBER 31, 1892.

AFRICA.

Imperial British East African Company's Ports.			German Coast of Africa.		His Highness's Dominions.		Southern Ports and Island, including Madagascar.		Australia.		Total.	
ue.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
ces.		Rupees.		Rupees a. p.		Rupees a. p.		Rupees.		Rupees.		Rupees a. p.
..	..	..	..	..	3	2,200 0 0	..	..	..	..	3	2,200 0 0
3,006	24,742	4,946	59,079 0 0	5,662	48,126 0 0	1,598	18,427	..	..	15,212	1,50,374 0 0	
1,661	21,508	35,025	7,007 0 0	158	254 0 0	8	200	..	..	36,852	28,969 0 0	
3	235	2	200 0 0	6	32 0 0	9	451	1	400	21	1,318 0 0	
..	..	223	3,479 0 0	..	..	..	..	..	..	228	3,479 0 0	
4,624	5,717	100	100 0 0	..	200 0 0	..	..	..	..	4,744	6,097 0 0	
..	..	..	..	17,174	1,27,270 0 0	..	..	..	..	17,174	1,27,270 0 0	
..	..	..	..	331,673	19,10,871 0 0	22	295	..	..	331,695	18,11,166 0 0	
..	..	..	..	25,626	15,141 0 0	..	..	..	..	25,626	15,141 0 0	
2,848	18,370	4,049,606	75,421 0 0	860,400	15,940 0 0	4,407	43,689	..	..	4,917,261	1,53,420 0 0	
158	21,541	563	1,22,904 0 0	401	11,028 0 0	3	3,675	..	..	1,125	1,59,148 0 0	
14	40	1,129	4,537 0 9	2,916	9,055 0 0	12,116	15,867	..	..	16,175	29,549 0 0	
2,276	11,979	13,186	1,10,073 0 0	6,763	2,72,585 0 0	1,044	8,000	..	..	84,122	4,02,637 0 0	
56	403	..	..	92	278 0 0	..	..	..	..	148	681 0 0	
28	154	1,089	4,069 0 0	5	14 0 0	2	35	..	..	1,129	4,692 0 0	
..	..	1	250 0 0	..	..	..	..	..	..	1	250 0 0	
285	408	..	..	40	100 0 0	..	..	..	..	325	508 0 0	
4,824	1,263	2,214	2,091 0 0	1,132	1,239 0 0	193	2,023	..	..	8,363	6,616 0 0	
..	2,308	..	13,065 0 0	..	15,788 0	..	..	..	..	..	31,161 0 0	
25	334	..	..	..	..	..	..	..	..	45	834 0 0	
54	1,305	378	3,034 0 0	2,250	54,510 0 0	..	..	..	..	2,682	58,899 0 0	
19,411	47,116	141,431	2,96,463 0 0	18,475	31,183 0 0	13,942	79,160	..	..	193,258	4,53,932 0 0	
329	3,703	31,123	66,839 0 0	2,331	11,608 0 0	6,701	1,00,062	..	..	40,552	1,83,602 0 0	
..	..	7	36 0 0	16	102 0 0	..	..	..	..	23	138 0 0	
124	5,397	5,520	2,22,919 0 0	672	4,930 12 6	141	15,240	..	..	6,457	2,48,486 12 6	
3	134	1	100 0 0	60	615 0 0	..	..	..	..	64	849 0 0	
10,396	21,307	20,058	16,706 0 0	120,433	55,592 1 6	1,064	3,010	..	..	157,951	96,615 1 6	
6	564	535	19,374 0 0	45	562 0 0	1	5	..	..	647	20,505 0 0	
67	1,473	130	2,435 0 0	38	315 0 0	7	46	..	..	255	4,909 0 0	
1,843	3,70,444	17,974	18,58,711 0 0	575	1,10,782 0 0	83	35,984	..	..	20,475	23,75,921 0 0	
2	30	..	..	..	..	..	..	..	..	2	30 0 0	
305	7,170	20,955	32,220 0 0	3,177	5,420 8 0	631	5,188	..	..	25,089	52,290 8 0	
275	3,792	378	3,316 0 0	8,057	15,069 11 9	89	806	..	..	8,799	22,983 11 9	
39	3,655	93	16,593 0 0	15	3,169 0 0	43	8,265	..	..	198	33,692 0 0	
37	1,833	578	20,094 0 0	93	975 0 0	4	235	..	..	712	23,187 0 0	
85	12,626	2,753	3,05,446 0 0	38	1,648 2 3	348	62,725	..	..	3,224	3,82,445 2 3	
..	..	..	360 0 0	..	1,000 0 0	..	..	..	..	..	1,360 0 0	
1,993	8,949	19,441	86,008 0 0	60,880	42,749 4 3	54	483	..	..	82,368	1,38,254 4 3	
124	340	1,147	6,360 0 0	30,628	4,490 0 0	7	572	..	..	31,906	11,762 0 0	
16	300	14	309 0 0	..	..	14	256	..	..	54	1,122 0 0	
26	423	1,759	28,734 0 0	104,890	15,670 0 0	47	1,133	..	..	106,722	45,960 0 0	
25	1,883	108	8,137 10 3	23	3,287 7 6	49	11,816	..	..	208	25,436 1 2	
12	30	740	2,344 0 0	2,552	1,249 0 0	11	21	..	..	3,530	4,662 0 0	
5	68	1,740	4,206 0 0	51	839 0 0	1	80	..	..	1,797	5,193 0 0	
70	1,076	89	1,800 0 0	..	..	14	860	..	..	262	5,736 0 0	
..	..	684	933 0 0	..	..	..	..	..	..	684	933 0 0	
2,913	2,219	27,705	24,315 0 0	13,760	3,003 0 0	3,863	20,833	..	..	48,241	50,370 0 0	
5	57,968	6,04,889	4,403,490	34,30,287 10 3	1,687,961	26,98,890 15 9	46,516	4,39,447	1	400	6,196,409	71,84,783 10 0
..	5,269	54,989	400,317	3,11,844 0 0	153,451	2,45,676 0 0	4,229	39,888	..	..	563,307	6,53,157 0 0
5	63,237	6,59,878	4,803,807	37,42,131 10 3	1,841,412	29,44,566 15 9	50,745	4,79,335	1	400	6,759,716	78,37,940 10 0
..	..	..	..	..	..	..	..	..	..	..	..	489,8717 5x 94.

silas of 35 lbs. not in packages of 140 lbs.

C.—STATEMENT OF IMPORTS FOR

Articles.	Description.	Bombay.		Calcutta.		Cutch.		Kurrachee.	
		Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
			Rupees.		Rupees.		Rupees.		Rupees.
Amber	Boxes	...	...	...	...	...	...	...	...
Animals		154	6,254	...	...	33	4,755	...	...
Bags and candas	Bales and bundles	434	31,510	34	2,621	...	...	...	...
Beads	Barrels and cases	209	9,938	...	...	...	...	...	...
Birds		...	...	...	...	1	30	...	...
Building materials	Bundles and candas	1,063	474	...	...	8,000	360	...	...
Carriages	Loose	...	...	...	...	1	150	...	...
Coals	Bags	...	...	...	...	...	...	25	...
Coins	„ and boxes	148	5,74,238	...	...	...	...	...	...
Coir and thread	Bundles	714	24,331	18	500	...	...	...	...
Cotton	„ and bales	193	2,890	...	...	3	50	...	...
Crockery and glass	Casks and cases	360	17,439	...	...	54,702	3,750	18	...
Dates	Bundles and boxes	937	3,447	...	...	55	301	...	...
Dry fish and shark fins	Loose and bags	3,248	41,737	...	...	14	95	268	...
Flour	Casks and bags	11,620	1,46,129	...	...	...	...	...	...
Gums	Tins and cases	5,948	1,80,871	...	...	3	57	...	...
Grain	Bags and robb.	112,180	10,19,322	14,570	1,26,612	40	350	329	...
Grocery	„ and packages	12,090	2,17,733	5,960	51,615	126	321	86	...
Guns	„	...	...	...	...	...	...	...	...
Guns and ammunition		15	325	...	...	...	...	...	...
Hides	Bales	14	1,923	...	...	...	...	...	...
Hardware	Casks, bundles, and	5,766	93,009	8	50	29	153	...	...
Miscellaneous	Packages	3,958	1,70,515	9	60	45	3,820	1,242	...
Opium	Chests	5	2,800	...	...	...	...	...	...
Orchella weeds	Bundles	...	...	...	...	...	...	...	...
Paint, oil, and turpentine	Drums and tins	357	5,052	...	...	3	30	...	...
Piece-goods	Bales and cases	19,056	27,74,911	1	460	104	52,274	...	...
Salt	Loose and candas	960	700	...	...	...	2,101	...	...
Spirits	Cases	...	...	...	...	...	...	...	...
Tiles	Loose	2,000	95	...	...	2,200	33	...	...
Tobacco	Cases and bundles	21	2,093	...	...	11	265	...	...
Tortoise shells	Bundles and cases	...	...	...	...	...	...	...	...
Vegetables	Baskets	32,723	35,085	...	...	51	80	...	...
Wine	Cases and casks	2	40	...	...	...	...	...	...
Wooden works	Loose, bundles, &c.	23,102	78,148	...	...	888	9,174	3	...
Wire	Casks	224	2,974	...	...	...	...	...	...
Total for 11 months up to December 31, 1892		237,451	54,43,983	20,600	1,81,908	66,309	78,149	1,971	...
Estimated average for January, 1892		12,495	4,94,917	1,872	16,537	6,028	7,104	379	...
Grand total		249,946	59,38,900	22,472	1,98,445	72,337	85,253	2,350	...
Equivalent in sterling		...	...	...	...	...	...	...	...

THE YEAR ENDED DECEMBER 31, 1892.

SIA.

	Muculla.		Muscat.		Baghdad.		Aden.		Colombo.		Total.	
	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.
							3	1,175			3	1,175
	1,916	3,882	47	845			23	239			2,173	15,375
							18	1,860			486	85,991
							213	18,589			422	28,527
											1	30
	30	906									9,093	1,740
											1	150
											25	46
							12	6,000			160	5,80,238
											732	24,831
											196	2,940
							15	105			55,095	21,451
	1,552	4,675	28,008	48,540			3	50			80,553	57,013
	10,301	20,237	13,303	13,728			1,561	22,800			28,695	1,01,373
							285	7,045			11,905	1,53,174
	413	6,723	209	7,702			41	1,220			6,614	1,96,573
			20	100			2	45			127,091	11,48,630
	246	1,012	38	804	15	450	943	32,043			19,504	3,04,620
	27	123	5	42							32	165
							9	700			24	1,025
	31	27	160	165							205	2,115
							2	460			5,805	93,662
	65	957	469	1,314			111	9,921	1	120	5,900	1,88,167
			1	2,180							6	4,930
	84	160									84	160
							154	906			514	5,982
	11	8,805	40	3,044	4	1,200	234	31,975			19,450	23,99,826
	350	2,662		455							1,310	6,062
							25	995			25	995
											4,200	128
	18	74					58	5,085			108	7,517
	5	266									5	266
											32,774	35,165
							44	1,469			46	1,509
							6	785			23,999	88,161
											224	2,974
486	15,049	50,309	42,298	1,06,236	19	1,650	3,762	1,43,457	1	120	387,460	60,13,298
692	1,368	4,573	3,844	9,658			342	13,041			26,328	5,46,522
178	16,417	54,882	46,142	1,15,894	19	1,650	4,104	1,56,498	1	120	413,788	65,59,820
												488,957 159.

A.—STATEMENT OF IMPORTS FOR THE

EUR

Articles.	Description.	Europe.		London.		Liverpool.		Cardiff.		Marseilles.		Bordeaux.		Amsterdam.	
		Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
			Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.
Bags and candies ...	Bales ...	...	...	36	5,090	...	...	...	...	5	400	...	...	...	...
Beads ...	Barrels and cases	4	185	595	53,561	...	...	...	...	4	852	...	...	14	3,357
Building materials ...	Casks ...	100	1,200	1,930	18,110	...	...	...	...	381	4,054	...	...	...	...
Coins ...	Boxes ...	...	...	...	...	...	...	...	...	120	9,360	...	...	...	...
Coir and thread ...	Bundles ...	2	678	1	170	...	...	...	...	...	...	...	...	...	...
Coals ...	Loose ...	1,698	57,732	...	...	...	...	6,585	2,69,792	...	...	...	...	...	...
Crockery and glass ...	Crates ...	122	9,017	965	43,268	...	...	...	...	18	2,465	...	...	1	25
Flour ...	Bags and barrels	59	695	900	17,770	...	...	...	...	105	2,690	...	...	...	...
Grain ...	Bags ...	...	...	40	500	...	...	...	...	31	721	...	...	...	...
Guns and ammunition ...	Cases ...	6	540	108	23,505	...	...	...	...	62	2,720	...	...	...	...
Grocery ...	Cases and casks ...	2,792	27,360	14,885	1,54,872	5	60	...	...	2,569	45,290	...	...	96	2,968
Hardware ...	Cases and loose ...	266	26,322	6,827	1,01,233	101	3,216	...	...	60	4,345	...	...	...	...
Mineral waters ...	Casks ...	85	4,548	350	7,809	22	410	...	...	2	50	...	...	60	1,348
Miscellaneous ...	Cases and casks ...	209	13,237	1,239	98,319	3	300	...	...	589	29,483	...	...	14	1,153
Paint, oil, and turpentine ...	Drums and tins ...	5	189	398	6,897	...	...	...	...	22	191	...	...	...	...
Piece-goods ...	Bales and cases ..	801	1,41,309	3,603	6,11,976	12	4,200	...	...	404	1,25,483	...	...	176	65,911
Spirits ...	Cases ...	5,079	35,927	1,478	23,617	50	750	...	...	859	14,042	55	650	25	125
Tobacco ...	" " " " " "	97	9,950	143	18,113	...	...	...	...	13	1,679	...	...	4	505
Vegetables ...	Boxes ...	692	2,379	1,225	5,022	...	...	...	...	7,284	26,135	...	...	...	...
Wine ...	Cases and casks ...	539	14,252	1,325	32,197	25	598	...	...	1,195	33,760	32	720	125	2,636
Wire ...	Casks ...	92	17,773	70	8,200	...	...	...	...	164	12,600	...	...	45	6,280
Wooden works ...	Loose and cases...	2	510	9,185	13,882	...	...	...	...	283	7,900	...	...	...	...
Total for 11 months up to December 31, 1892 ...	...	12,650	3,63,744	45,303	12,44,111	278	9,534	6,585	2,69,792	14,170	3,24,220	87	1,370	560	34,258
Estimated average for January, 1892 ...	...	1,150	33,068	4,117	1,13,101	25	867	...	...	1,288	29,474	...	...	51	7,659
Grand total ...	...	13,800	3,96,812	49,420	13,57,212	303	10,401	6,585	2,69,792	15,458	3,53,694	87	1,370	611	91,917
Equivalent in sterling ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

THE YEAR ENDING DECEMBER 31, 1892.

O P E.

Hamburg.		Rotterdam.		Barcelona.		Portugal.		Switzerland.		Venice.		Naples.		Trieste.		Constantinople.		Total.	
Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
	Rupees a.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees a.
26	2,907 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	67	8,397 0
29	6,917 0	...	...	...	...	...	...	...	...	12	2,400	...	...	6	1,065	...	...	664	68,337 0
547	4,362 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,968	27,726 0
320	32,000 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	440	41,390 0
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	848 0
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8,283	3,27,524 0
283	20,444 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	190	1,391	75,409 0
12	264 0	...	...	...	...	...	...	...	...	...	...	10	200	914	22,259	...	...	2,000	43,879 0
1	203 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	72	1,424 0
4	2,376 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	180	29,141 0
3,647	1,56,873 0	...	...	...	...	2,000	3,800	...	...	...	...	51	730	173	3,290	...	...	46,218	4,13,183 0
8,910	1,05,772 0	...	...	...	...	16	300	...	...	...	...	12	500	7	2,172	2	3,000	26,291	2,28,860
290	5,559 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	809	19,724 0
1,361	62,232 0	...	...	...	...	...	...	...	...	...	...	37	237	3	180	1	350	3,456	2,05,501 0
155	1,139 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	580	8,416 0
1,985	5,67,726 0	...	...	1	60	22	2,100	1	50	...	...	...	...	16	3,250	14	3,610	7,035	15,25,675 0
408	5,013 12	50	200	...	...	8	120	...	...	...	...	...	...	...	...	...	...	8,012	80,479 12
472	11,465 0	16	2,150	...	...	...	...	...	...	...	...	...	...	4	288	...	...	749	74,150 0
220	990 0	...	...	...	...	...	...	...	...	...	...	386	1,185	...	...	...	...	9,807	35,711 0
2,754	64,679 0	10	400	...	...	129	4,110	...	...	...	...	25	910	86	2,030	...	...	6,245	1,56,292 0
618	55,593 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	989	1,00,396 0
624	4,497 0	...	...	...	...	...	...	...	...	...	...	...	...	1	20	...	...	10,095	28,809 0
52,698	11,41,036 12	76	2,750	1	60	2,175	10,430	1	50	12	2,400	521	3,782	1,210	34,554	19	7,150	136,344	34,99,241 12
4,790	1,02,094 0	...	...	...	...	198	948	...	...	...	...	47	344	110	3,141	...	...	11,776	2,90,696 0
57,486	12,43,130 12	76	2,750	1	60	2,373	11,378	1	50	12	2,400	568	4,126	1,320	37,695	19	7,150	143,120	37,89,937 12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	236,871 2s. 2d.

Equivalent in sterling 89,871 5s. 10d.

ANNEX I.

(For Table A. see table facing.)

B.—STATEMENT of Imports for the Year ended December, 1892.

AMERICA.

Articles.		New York.		Boston.		Total.	
		Packages.	Value.	Packages.	Value.	Packages.	Value.
			Rupees.		Rupees.		Rupees.
Carriages ...	Cases...	5	6,500	...	...	5	6,500
Hardware ...	" ...	5,469	7,800	...	...	5,469	7,800
Miscellaneous ...	" ...	160	1,650	...	...	160	1,650
Petroleum...	" ...	78,818	2,76,863	...	...	78,818	2,76,863
Piece-goods ...	Bales...	4,801	3,93,230	84	9,500	4,885	4,02,730
Total for 11 months up to December 31, 1892 ...	...	89,043	6,86,043	84	9,500	89,127	6,95,543
Estimated average for January, 1892 ...	...	8,095	81,176	8	863	8,103	82,039
Grand total for 1892 ...	...	97,138	7,67,219	92	10,363	97,230	7,77,582
Equivalent in sterling ...	...	...	...	...	...	...	48,598 <i>l.</i> 17 <i>s.</i> 6 <i>d.</i>

(For Tables C., D., and E., see tables facing.)

ANNEX II.

(For Table A. see table facing.) --

B.—STATEMENT of Exports for the Year ended December 31, 1892.

AMERICA.

Articles.	New York.		Boston.		Total.	
	Packages.	Value.	Packages.	Value.	Packages.	Value.
Birds	1	Rupees. 50	...	...	1	Rupees. 50
Cloves	18,250	4,04,822	900	20,076	19,150	4,24,898
" stems	610	2,400	...	...	610	2,400
Hides	967	55,488	289	35,092	1,256	90,580
Ivory	3,283	10,42,880	87	48,400	3,370	10,91,080
Gums	403	1,08,826	...	...	403	1,08,826
Miscellaneous	9	1,080	...	...	9	1,080
Orchella weeds	1	85	...	...	1	85
Rubber	50	11,556	5	1,200	55	12,756
Total for 11 months up to December 31, 1892	23,574	16,26,667	1,261	1,04,768	24,835	17,31,435
Estimated average for January, 1892 ...	2,143	1,47,879	51	9,533	2,194	1,57,412
Grand total for 1892 ...	25,717	17,74,546	1,312	1,14,301	27,029	18,88,847
Equivalent in sterling...	...	...	...	...	...	118,062 <i>l.</i> 18 <i>s.</i> 9 <i>d.</i>

(For Tables C., D., and E., see tables facing.)

A.—STATEMENT OF EXPORTS FOR THE

EURO

Articles.	London.		Liverpool.		Marseilles.		Havre.		Amsterdam.	
	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.
Birds	...	...	...	...	1	350	...	...	...	...
Chillies	2,780	91,838	...	...	900	24,622	...	...	...	...
Cloves	18,468	3,92,675	69	1,500	3,303	72,679	250	5,300	100	2,485
„ stems	1,008	3,775	...	...	...	...	...	...	...	...
Cocoanuts... ..	...	...	...	...	...	...	...	...	...	...
Coins	3	23,723	...	...	...	...	...	...	...	...
Coir and thread	1,838	3,654	...	...	36	3,520	...	...	...	...
Copra and chick	3,457	37,429	...	...	90,826	9,04,217	...	...	...	...
Cotton	...	...	...	...	...	...	...	...	...	...
Dates	...	...	...	...	...	...	...	...	...	...
Dry fish and shark fins	...	...	...	...	...	...	...	...	...	...
Grain	2,931	15,816	...	...	...	...	...	...	...	...
Grocery	...	...	...	...	...	...	...	...	...	...
Gums	1,085	1,87,264	...	...	26	1,060	...	...	...	...
Guns and ammunition	1	100	...	...	...	...	...	...	...	...
Hides	1,638	82,413	...	...	220	12,502	1	45	...	...
Hippopotamus teeth	24	8,266	...	...	...	...	...	...	...	...
Ivory	672	2,94,840	...	...	...	...	...	...	...	...
Miscellaneous	210	8,726	...	...	143	1,822	...	...	...	...
Mother-of-cloves	...	...	...	...	...	...	...	...	...	...
Orchella weeds	22	2,650	...	...	10	100	...	...	...	...
Piece-goods	...	...	...	...	...	...	...	...	...	...
Rubber	2,389	3,48,765	...	...	...	...	...	...	...	...
Sim-sim	...	...	...	...	4,231	41,178	...	...	...	...
Shells	282	4,450	...	...	...	...	...	...	...	...
Spirits	...	...	...	...	...	...	...	...	...	...
Tortoiseshells	32	29,907	...	...	3	120	...	...	...	...
Wax	28	2,280	...	...	...	...	...	...	...	...
Wine	12	438	...	...	...	...	...	...	...	...
Wooden works	...	...	...	...	75	816	...	...	...	...
Total for 11 months up to December 31, 1892... ..	34,880	15,38,909	69	1,500	99,774	10,62,986	251	5,345	100	2,485
Estimated average for January, 1892	3,171	1,39,901	6	136	9,079	96,685	23	486	9	226
Grand total for 1892	38,051	16,78,810	75	1,636	108,844	11,59,621	274	5,831	109	2,711
Equivalent in sterling	...	...	...	...	...	...	...	...	...	...

YEAR ENDED DECEMBER 31, 1892.

P E.

Hamburg.		Rotterdam.		Bremen.		Trieste.		Constantinople.		Salonica.		Total.	
Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
	Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.
...	...	...	...	...	...	...	...	...	...	...	...	1	350
150	5,100	...	...	...	...	2	70	...	...	...	...	3,832	1,21,630
9,104	2,06,430	1,650	35,475	1,382	31,293	492	11,238	305	7,545	...	...	33,123	7,66,520
4,439	18,071	...	...	...	...	...	...	...	...	...	...	5,447	21,846
...	...	...	...	...	...	...	...	30	85	...	...	30	85
...	...	...	...	...	...	...	...	...	...	...	...	3	23,723
500	600	...	...	...	...	...	...	...	...	...	...	2,374	7,774
297	400	...	...	...	...	120	700	...	...	...	...	94,700	9,42,746
...	...	4	2,000	...	...	...	...	...	...	...	...	4	2,000
...	...	...	...	...	...	3	30	...	...	...	...	3	30
...	...	...	...	...	...	...	...	2	2,500	...	...	2	2,500
4,238	10,982	...	...	...	...	...	...	...	...	...	...	7,219	26,768
12	650	...	...	...	...	...	...	...	...	1	7	13	657
27	4,100	10	2,100	...	...	...	...	...	...	...	...	1,148	1,94,524
...	...	...	...	...	...	...	...	...	...	...	...	1	100
8,215	20,849	...	...	...	...	111	9,290	15	840	786	41,052	10,986	1,66,991
3	150	4	740	...	...	...	...	...	...	...	...	31	9,156
257	1,82,282	9	1,200	400	2,400	...	...	72	31,500	...	...	1,410	5,12,192
1,466	8,687	5	2,000	...	...	...	...	...	...	...	...	1,824	21,235
14	251	...	...	...	...	...	...	...	...	...	...	14	251
271	21,025	...	...	...	...	...	...	...	...	...	...	303	23,775
...	...	5	2,000	...	...	...	...	1	200	...	...	6	2,200
703	94,670	...	...	...	...	...	...	...	...	...	...	3,092	4,43,435
679	5,085	...	...	...	...	...	...	80	1,050	...	...	4,990	47,313
109	2,080	...	...	...	...	...	...	...	...	...	...	391	6,530
1	20	...	...	...	...	...	...	...	...	...	...	1	20
14	15,218	5	4,788	...	...	...	...	...	...	...	...	54	50,033
...	...	...	...	...	...	...	...	...	...	...	...	28	2,280
21	590	...	...	...	...	...	...	...	...	...	...	33	1,028
...	...	...	...	...	...	...	...	10	1,050	...	...	85	1,866
30,570	5,97,180	1,692	50,303	1,782	33,693	728	21,328	515	44,770	787	41,059	171,148	33,99,558
2,779	54,289	154	4,572	162	3,063	66	1,939	47	4,070	71	3,733	15,558	3,09,050
33,349	6,51,469	1,846	54,875	1,944	36,756	794	23,267	562	48,840	858	44,792	186,706	37,08,608

C.—STATEMENT OF EXPORTS FOR T

A

Articles.	Bombay.		Calcutta.		Cutch.		Kurrachee.	
	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
		Rupees.		Rupees.		Rupees.		Rupees.
Amber	5	8,100	...	...	...	...	...	...
Animals... ..	...	...	...	...	...	...	...	...
Bags and candas	17	190	...	...	5	29	...	...
Carriages	1	110	...	...	...	...	...	...
Cloves	29,806	6,83,150	270	5,700	7	106	6	100
" stems	4,166	10,254	...	...	...	...	...	...
Cocoanuts	145,001	3,255	...	...	119,700	4,415	20,750	516
Coins	1,225	2,14,630	...	...	...	...	...	...
Coir	204	215	...	...	...	...	...	...
Copra and chickichiki	2,178	24,850	...	...	...	...	...	...
Cotton	...	...	...	...	...	...	...	...
Crockery and glassware	7	84	...	...	...	...	...	...
Dates	...	...	...	...	...	...	...	...
Dry fish and shark fins	160	9,959	850	83	...	...	...	...
Firewood	...	...	...	...	80	10	...	...
Flour	36	200	...	...	...	...	...	...
Grain	494	3,110	...	...	85	514	...	...
Grocery	840	9,546	...	...	51	106	...	...
Ground-nuts	...	...	...	...	3	12	...	...
Gums	94	3,675	...	...	...	...	...	...
Guns and ammunition	...	...	...	...	...	...	...	...
Hides	2	100	...	...	...	...	...	...
Hippopotamus teeth	62	13,700	...	...	...	...	...	...
Hardware	150	6,567	...	...	...	...	...	...
Ivory	4,558	7,66,449	...	...	...	...	...	...
Miscellaneous	299	5,924	...	...	1,069	6,394	...	...
Orchella weeds... ..	...	...	...	...	...	...	...	...
Paint, oil, and turpentine	6	12	...	...	...	...	...	...
Petroleum	...	...	...	...	...	...	...	...
Piece-goods	48	9,831	...	...	...	...	...	...
Rhinoceros horns	98	20,352	...	...	6	50	...	...
Rubber	41	7,975	...	...	...	...	...	...
Sim-sim	525	3,400	...	...	890	5,600	80	700
Shells and cowries	3,812	14,246	...	...	...	...	30	70
Spirits	...	...	...	...	627	4,071	...	...
Tobacco	...	...	...	...	22	135	...	...
Tortoise shells	13	2,325	...	...	...	...	...	...
Vegetables	78	94	...	...	24	212	...	...
Wax	9	847	...	...	...	...	...	...
Wine	25	500	...	...	2	36	...	...
Wooden goods... ..	3,741	4,095	...	...	4,760	534	1,040	260
Total for 11 months up to December 31, 1892...	197,701	18,27,745	1,120	5,783	127,331	22,224	21,906	1,646
Estimated average for January, 1892	17,973	1,66,159	102	526	11,575	2,020	1,991	149
Grand total	215,674	19,93,904	1,222	6,309	138,906	24,244	23,897	1,795
Equivalent in sterling	...	...	...	...	...	...	...	...

IA

Muscat.		Jeddah.		Aden.		Muculla.		China.		Total.	
Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.
	Rupees.		Rupees.		Rupees.		Rupees.		Rupees.		Rupees.
...	...	...	...	...	...	...	...	...	...	5	8,100
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	22	219
...	...	...	...	...	...	...	...	...	...	1	110
62	981	...	...	173	4,883	...	...	...	...	30,314	6,94,920
...	...	...	...	...	...	...	...	...	...	4,166	10,254
10	17	...	...	170	229	1,508	42	...	...	287,139	8,474
...	...	...	...	9	27,000	...	...	...	...	1,234	2,41,630
...	...	...	...	4	10	326	350	...	...	534	575
2	15	...	...	...	...	...	...	...	...	2,180	24,865
20	80	...	...	...	...	...	...	...	...	20	80
3	20	...	...	...	...	...	...	...	...	10	104
...	...	...	...	...	...	17	33	...	...	17	33
...	...	...	...	1	250	...	...	32	1,400	1,043	11,692
...	...	...	...	...	...	...	...	...	...	80	10
...	...	...	...	...	...	...	...	...	...	36	200
26	260	...	...	7	30	4,860	12,094	...	...	5,472	16,008
145	3,777	99	350	586	8,825	125	563	...	...	1,846	23,167
70	207	...	...	...	...	13	32	...	...	86	251
18	2,116	...	...	124	2,425	...	...	...	...	236	8,216
193	36,099	...	...	...	...	...	...	...	...	193	36,099
...	...	...	...	...	...	...	...	...	...	2	100
...	...	...	...	45	3,296	...	...	...	...	107	16,996
154	1,510	...	...	1	60	...	...	...	...	305	8,137
...	...	...	...	...	...	...	...	...	...	4,558	7,66,449
...	...	...	...	32	3,765	32	160	...	...	1,432	16,243
...	...	...	...	80	250	...	...	...	...	80	250
...	...	...	...	...	...	...	...	...	...	6	12
10	40	...	...	...	...	1	4	...	...	11	44
51	4,920	2	1,500	305	35,525	2	380	...	...	408	52,156
...	...	...	...	7	1,500	1	134	...	...	112	22,036
...	...	...	...	...	...	...	...	...	...	41	7,975
...	...	...	...	3,198	35,925	240	1,717	...	...	4,933	47,342
...	...	...	...	55	2,475	...	...	...	...	3,897	16,791
...	...	...	...	...	...	...	...	...	...	627	4,071
...	...	...	...	21	1,250	...	...	...	...	43	1,385
...	...	...	...	...	...	...	...	...	...	13	2,325
...	...	...	...	73	100	4	2	...	...	179	418
...	...	...	...	...	...	...	...	...	...	9	847
...	...	...	...	...	...	...	...	...	...	27	536
6,402	5,267	...	...	147	485	1	3	...	...	16,091	10,644

D.—STATEMENT OF EXPORTS FOR THE YEAR

AFRICA.

Description.	Suez.		Port Said.		Alexandria.		Imperial British Company
	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.
		Rupees.		Rupees.		Rupees.	
Animals	..	..	..	..	..	..	4
Bags and candas	..	..	..	..	..	..	619
Beads	..	..	..	..	..	..	507
Birds	..	..	..	..	..	..	24
Building materials	..	..	..	..	..	..	461
Chillies	350	10,925	..	..	..	..	..
Cloves	288	7,170	120	800	..	..	..
Cocoanuts	2,283	14,351	..	..	280	1,680	2
Coins	..	..	..	..	..	..	140
Coir and thread	..	..	..	..	..	..	716
Cotton.. .. .	..	..	..	..	..	..	4
Crockery and glass	..	..	..	..	..	..	407
Dates	..	..	..	..	..	..	313
Dry fish and shark fins	..	..	..	..	..	..	242
Flour	..	..	..	..	8	100	484
Ghee	..	..	..	..	..	..	341
Grain	..	..	..	..	..	..	6,617
Grocery	..	..	..	..	..	..	9,910
Ground-nuts	..	..	..	..	..	..	..
Gums	..	..	..	..	..	..	39
Guns and ammunition	..	..	..	..	..	..	87
Hides	..	..	..	..	..	..	40
Hippopotamus teeth.. .. .	..	..	..	..	..	..	..
Hardware	..	..	..	..	..	..	2,439
Mineral water.. .. .	..	..	..	..	..	..	101
Miscellaneous.. .. .	1	300	1	1,500	2	64	832
Paint, oil, and turpentine	..	..	..	..	..	..	62
Petroleum	..	..	..	..	..	..	9,731
Piece-goods	350	35,950	..	..	..	..	2,124
Rhinoceros horns	5	1,000	..	..	..	..	..
Salt	..	..	..	..	..	..	576
Sim-sim	319	4,290	..	..	..	..	2
Shells and cowries	64	160	..	..	..	..	..
Spirits.. .. .	..	..	..	..	..	..	663
Tobacco and cigars	..	..	..	..	..	..	93
Tortoise shells	..	..	..	..	..	..	1
Vegetable	..	..	..	..	..	..	1,331
Wine	..	..	..	..	..	..	300
Wire	..	..	..	..	..	..	275
Wooden goods	..	..	..	..	..	..	1,650
Total for 11 months up to December 31, 1892	3,667	74,146	121	2,800	290	1,841	41,151
Estimated average for January, 1892.. .. .	333	6,740	11	291	26	168	3,741
Grand total for 1892	4,000	80,886	132	2,591	316	2,012	44,892
Equivalent in sterling	..	..	..	..	..	..	..

AR ENDED DECEMBER 31, 1892.

East African Ports.		German Coast.		His Highness's Dominions.		Southern Ports.		Total.	
Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.	Value.	Packages.
Rupees.		Rupees.		Rupees a. p.		Rupees a.		Rupees a. p.	
265	617	21,253	348	2,579 0 0	53	1,900 0	1,022	25,997 0 0	
2,909	2,831	9,414	175	5,857 12 0	107	3,441 0	3,732	21,621 12 0	
40,651	884	50,762	56	980 0 0	74	7,160 0	1,521	99,553 0 0	
30	..	..	..	..	37	980 0	61	1,010 0 0	
1,605	2,368	9,970	206	434 0 0	109	536 0	3,144	12,154 4 0	
..	..	..	..	..	65	2,195 0	424	13,120 0 0	
..	..	..	9	80 0 0	25	525 0	437	8,575 0 0	
4	45,790	1,280	760	424 6 0	..	..	49,118	17,739 6 0	
23,490	351	70,416	256	70,410 0 0	35	1,70,225 0	782	3,34,541 0 0	
1,135	3,041	7,988	2,545	28,985 11 0	19	333 0	6,321	34,441 11 0	
105	30	1,729	87	166 8 0	..	..	121	2,000 8 0	
4,915	5,535	24,324	1,184	4,997 12 0	24	512 0	7,150	34,748 12 0	
961	6,548	22,477	2,055	2,967 7 0	180	541 0	9,096	26,946 7 0	
228	23,537	11,769	24,399	5,287 0 0	2	150 0	48,180	17,434 0 0	
6,647	4,156	57,024	326	3,985 4 0	629	10,913 0	5,603	78,669 4 0	
10,822	1,673	48,543	640	12,341 10 3	169	6,090 0	2,823	77,796 10 3	
52,196	25,028	1,52,885	47,325	2,36,839 10 3	5,864	46,273 10	84,834	4,88,194 4 3	
62,470	46,755	2,13,067	20,743	88,320 12 3	1,446	29,468 0	78,854	4,23,325 12 3	
..	40	119	48	113 0 0	170	725 0	258	957 0 0	
348	7	42	..	..	13	1,900 0	59	2,290 0 0	
2,485	9,672	26,338	11	228 0 0	70	11,139 0	9,840	40,190 0 0	
190	10	131	12	20 0 0	2	900 0	64	1,241 0 0	
..	2	50	..	..	..	..	2	50 0 0	
11,891	19,218	82,020	6,418	22,833 6 0	586	11,476 0	28,661	1,28,220 6 0	
2,035	1,128	6,540	31	57 2 0	81	2,688 0	1,341	11,320 2 0	
26,893	13,396	1,69,243	7,639	6,393 9 0	663	29,383 14	22,533	2,33,777 7 0	
693	852	5,329	476	3,102 0 0	22	473 0	1,412	9,597 0 0	
34,766	12,460	46,442	9,509	34,416 8 0	2,376	8,961 0	34,076	1,24,585 8 0	
3,51,595	18,616	21,45,977	5,879	5,04,984 14 3	2,737	5,01,388 0	29,706	35,39,894 14 3	
..	2	250	..	..	1	300 0	8	1,550 0 0	
101	5,993	2,196	4,365	1,624 2 0	..	..	10,934	3,921 2 0	
150	8	62	..	..	..	..	329	4,502 0 0	
..	672	636	..	..	7	300 0	743	1,096 0 0	
7,542	2,027	25,794	2	8 0 0	122	2,155 0	2,814	35,499 0 0	
5,778	2,176	9,500	1,306	15,040 12 0	54	4,850 0	3,634	35,168 12 0	
83	..	..	..	..	..	..	1	83 0 0	
2,780	8,004	19,026	1,869	3,537 4 0	4,126	8,851 0	15,330	34,194 4 0	
5,271	3,026	60,700	1	20 0 0	347	8,599 0	3,674	74,590 0 0	
24,168	291	23,655	..	..	7	1,250 0	573	55,073 0 0	
4,082	19,761	55,656	2,986	2,790 0 9	455	4,841 0	24,861	67,369 0 9	
6,89,284	236,503	34,18,607	141,666	10,59,434 10 9	20,677	8,81,422 8	494,077	61,27,038 2 9	
62,662	26,046	3,10,782	12,879	96,312 3 9	1,789	80,126 8	44,825	5,57,081 11 9	
7,51,946	312,551	37,29,399	151,545	11,55,746 14 6	22,466	9,61,549 0	538,902	66,84,119 14 6	
..	..	..	..	..	..	..	..	417,757 9s. 10d.	

E.—SUMMARY OF EXPORTS FOR THE YEAR ENDED DECEMBER 31, 1892.

Articles.	Europe.		America.		Asia.		Africa.		Total.	
	Packages.	Value. Rupees.	Packages.	Value. Rupees.	Packages.	Value. Rupees.	Packages.	Value. Rupees a. p.	Packages.	Value. Rupees a. p.
Amber	...	...	...	...	5	8,100	...	...	5	8,100 0 0
Animals	...	...	...	...	...	...	1,022	25,997 0 0	1,022	25,997 0 0
Bags and candies	...	...	...	...	22	219	3,732	21,621 12 0	3,754	21,840 12 0
Beads	...	...	...	...	...	...	1,521	99,553 0 0	1,521	99,553 0 0
Birds... ..	1	350	1	50	...	...	61	1,010 0 0	63	1,410 0 0
Building materials	...	...	...	...	...	...	3,144	12,154 4 0	3,144	12,154 4 0
Carriages	...	...	...	...	1	110	...	...	1	110 0 0
Chillies	3,832	1,21,630	...	...	...	...	424	13,120 0 0	4,256	1,34,750 0 0
Cloves*	33,123	7,66,520	19,150	4,24,898	30,314	6,94,920	437	8,575 0 0	83,024	18,94,913 0 0
Clove stems	5,447	21,846	610	2,400	4,166	10,254	...	...	10,223	34,500 0 0
Coins... ..	3	23,723	...	...	1,234	2,41,630	782	3,34,541 0 0	2,019	5,99,894 0 0
Coir and thread	2,371	7,774	...	...	534	575	6,321	38,441 11 0	9,229	46,790 11 0
Copra and chick.	94,700	3,42,746	...	...	2,180	24,865	...	...	96,880	9,67,611 0 0
Cottons	4	2 000	...	...	20	80	121	2,000 8 0	145	4,080 8 0
Crockery and glass	...	...	...	...	10	104	7,150	34,748 12 0	7,160	34,852 12 0
Cocoanuts	20	85	...	...	287,139	8,474	49,118	17,739 6 0	336,237	26,298 6 0
Dates	3	30	...	...	17	33	9,096	26,946 7 0	9,116	27,009 7 0
Dry fish and shark fins	2	2,500	...	...	1,043	11,892	48,180	17,434 0 0	49,225	31,626 0 0
Firewood	...	...	...	...	80	10	...	...	80	10 0 0
Flour... ..	...	...	...	...	36	200	5,603	78,669 4 0	5,639	78,869 4 0
Ghee... ..	...	...	...	...	...	...	2,823	77,796 10 3	2,823	77,796 10 3
Grain	7,219	26,768	...	...	5,472	16,008	84,334	4,88,194 4 3	97,525	5,30,970 4 3
Grocery	13	657	...	...	1,846	23,167	78,854	4,23,325 12 3	80,713	4,47,149 12 3
Ground-nuts	...	...	...	...	86	251	258	957 0 0	344	1,208 0 0
Gums	1,148	1,94,524	403	1,68,526	236	8,216	59	2,290 0 0	1,846	3,13,556 0 0
Guns and ammunition	1	100	...	...	193	36,099	9,840	40,190 0 0	10,034	76,389 0 0
Hardware	...	...	...	...	305	8,137	28,661	1,23,220 6 0	28,966	1,36,357 6 0
Hides	10,986	1,66,991	1,236	90,580	2	100	64	1,241 0 3	12,288	2,58,912 0 0
Hippopotamus teeth	31	9,156	...	...	107	16,996	2	50 0 0	140	26,202 0 0
Ivory	1,410	5,12,192	3,370	10,91,080	4,558	7,66,449	...	...	9,338	23,69,721 0 0
Mineral wares	...	...	...	...	...	...	1,341	11,320 2 0	1,341	11,320 2 0
Miscellaneous	1,824	21,235	9	1,060	1,432	16,243	22,534	2,33,777 7 0	25,799	2,72,315 7 0
Mother cloves	14	251	...	...	...	...	...	...	14	251 0 0
Opium	...	...	...	...	...	...	...	...	...	...
Orchella weeds	303	23,775	1	85	80	250	...	...	384	24,110 0 0
Paint, oil, and turpentine	...	...	...	...	6	12	1,412	9,597 0 0	1,418	9,609 0 0
Petroleum	...	...	...	...	11	44	34,076	1,24,585 8 0	34,087	1,24,629 8 0
Piece-goods... ..	6	2,200	...	...	408	52,156	29,706	35,39,894 14 3	30,120	35,94,250 14 3
Rhinoceros horns	...	...	...	...	112	22,036	8	1,550 0 0	120	23,586 0 0
Rubber	3,092	4,43,435	55	12,766	41	7,975	...	...	3,188	4,64,166 0 0
Shells	391	6,530	...	...	3,897	16,791	743	1,096 0 0	5,031	24,417 0 0
Sim-sim	4,990	47,313	...	...	4,933	47,342	329	4,502 0 0	10,252	99,157 0 0
Salt	...	...	...	...	...	...	10,934	3,921 2 0	10,934	3,921 0 0
Spirits	1	20	...	...	627	4,071	2,814	35,499 0 0	3,442	42,690 0 0
Tobacco	...	...	...	...	43	1,385	3,634	35,168 12 0	3,677	36,553 12 0
Tortoiseshells	54	50,032	...	...	13	2,325	1	83 0 0	68	52,441 0 0
Vegetables	...	...	...	...	179	408	13,330	34,194 4 0	15,509	34,602 4 0
Wax	23	2,280	...	...	9	847	...	...	37	3,127 0 0
Wine... ..	23	1,028	...	...	27	536	3,674	74,590 0 0	2,734	76,154 0 0
Wire... ..	...	...	...	...	...	...	...	55,073 0 0	573	55,073 0 0
Wooden goods	85	1,866	...	...	16,091	10,644	24,861	67,359 0 9	41,037	79,879 0 9
Total	171,148	33,99,558	24,835	17,31,435	367,515	20,59,754	494,077	61,27,063 2 9	1,057,575	133,17,785 2 9
Estimated average for January, 1892	15,553	3,09,050	2,194	1,57,412	33,409	1,97,240	44,825	5,57,081 11 9	95,986	12,10,783 11 9
Grand total	186,706	37,08,608	27,029	18,88,847	400,924	22,46,994	538,902	66,84,119 14 6	1,153,561	145,28,568 14 6
Equivalent in sterling	...	...	...	...	...	...	...	...	...	908,035 11s. 1d.

* Cloves are here reckoned in packages of 140 lbs., not in frasilas as in import returns.

ANNEX III.

STATEMENT of Income of the Government of His Highness the Sultan of Zanzibar's Custom-house in the Year 1892.

Month.	Import, His Highness' Dominion, Beasdir and Pemba.		Import, Foreign Countries.		Export, Pemba Island.		Export, Beasdir Coast.		Import Declaration.		Export Declaration.		Import Wharf Rent.		Export Wharf Rent.		Rent.	
	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.
January ...	4,816 12 0	12,257 7 6	11,471 2 6	2,437 9 3	382 11 3	382 11 3	382 11 3	1,185 8 0	629 0 0	...	...	...	...	...	...	23 0 3	23 0 3	23 0 3
February ...	7,582 15 6	1,728 15 9	213 12 3	3,065 9 6	1,735 10 3	1,425 12 0	1,425 12 0	1,425 12 0	477 12 0	...	...	...	...	...	...	931 10 9	931 10 9	931 10 9
March ...	4,674 9 6	1,728 15 9	213 12 3	3,065 9 6	1,735 10 3	1,425 12 0	1,425 12 0	1,425 12 0	477 12 0	...	...	...	...	...	...	931 10 9	931 10 9	931 10 9
April ...	1,928 6 3	492 2 6	1,400 4 9	1,443 12 0	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
May ...	1,928 6 3	492 2 6	1,400 4 9	1,443 12 0	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
June ...	1,928 6 3	492 2 6	1,400 4 9	1,443 12 0	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
July ...	1,928 6 3	492 2 6	1,400 4 9	1,443 12 0	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
August ...	23 10 6	133 14 9	133 14 9	1,469 8 3	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
September ...	89 3 3	133 14 9	133 14 9	1,469 8 3	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
October ...	5,986 13 9	728 15 0	728 15 0	1,469 8 3	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
November ...	4,433 12 9	364 9 6	364 9 6	1,469 8 3	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
December ...	1,549 2 9	434 7 6	434 7 6	1,469 8 3	1,469 8 3	1,469 8 3	1,469 8 3	673 4 0	561 6 0	...	...	...	...	...	...	708 7 6	708 7 6	708 7 6
Total, 1892	38,451 2 9	29,896 8 6	29,896 8 6	19,287 13 0	20,269 4 3	20,269 4 3	20,269 4 3	9,803 12 0	6,722 8 0	...	...	...	11,182 3 3	172 12 6	8,973 5 3	8,973 5 3	8,973 5 3	8,973 5 3
Equivalent in sterling..	82,063 12 0	1,64,821 7 0	1,64,821 7 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Decrease in 1891	45,612 9 3	3,84,424 0 0	3,84,424 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Equivalent in sterling..	2,860 15s. 8d.	30,501 10s. 6d.	30,501 10s. 6d.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ZANZIBAR.

ZANZIBAR.

STATEMENT of Income of the Government of His Highness the Sultan of Zanzibar's Custom-house in the Year 1892—continued.

(Month.)	Scale Fees.	Hammalage.	Pass Writing.	Ivory Stamping.	Auction Commission.	Galvori Customs.	Kokotoni Customs.	Leaves Market.	Zanzibar Cloves.	Penba Cloves.
	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.
January	62 0 0	...	54 1 9	375 6 3	16 13 3	64 1 0	22 14 6	600 0 0	1,824 2 9	36,771 5 9
February	473 5 8	...	45 0 0	620 2 9	4 11 3	6 14 0	32 8 0	600 0 0	1,824 2 9	24,744 7 9
March	573 11 3	473 7 3	34 8 0	706 11 9	35 12 9	14 4 3	32 8 0	600 0 0	5,531 14 6	27,100 4 0
April	148 11 3	...	62 2 3	267 1 3	0 2 3	34 4 0	13 15 6	600 0 0	14,174 11 0	12,695 2 9
May	185 2 6	...	82 3 9	229 3 6	112 3 9	22 13 6	13 15 6	600 0 0	6,099 7 6	13,683 5 3
June	152 3 9	30 4 0	40 6 0	410 0 3	3 0 6	14 6 9	0 4 3	1,200 0 0	11,967 0 6	823 9 3
July	254 14 9	71 12 6	61 11 6	688 2 9	402 10 0	15 12 0	6 0 6	600 0 0	10,104 9 8	8,414 1 9
August	410 4 6	37 7 0	59 4 0	934 15 9	7 10 9	12 13 9	5 5 0	600 0 0	3,929 0 3	6,013 15 6
September	476 10 9	4 13 0	75 12 0	269 6 6	12 13 0	...	11 4 0	600 0 0	7,629 0 0	44,275 13 0
October	620 5 0	5 0 0	60 8 0	235 9 0	6 9 3	12 14 6	12 0 0	600 0 0	28,887 7 0	67,237 11 0
November	344 2 0	2 11 6	58 6 0	155 9 3	12 13 9	20 6 3	10 8 0	600 0 0	31,514 3 3	30,638 14 0
December	332 10 0	6 2 0	...	...	...	...	...	...	...	21,773 12 6
Total, 1892	4,111 15 3	217 4 0	593 15 3	5,662 5 6	617 11 3	215 2 6	136 5 6	6,600 0 0	1,63,740 4 9	2,93,991 13 3
" 1891	...	...	...	...	...	...	...	7,200 0 0	4,57,732 2 0	...
Decrease in 1892	...	...	...	...	...	...	...	600 0 0	5,15,236 0 0	57,503 14 0

* Included in His Highness' Dominion, &c.

STATEMENT of Income of the Government of His Highness the Sultan of Zanzibar's Custom-house in the Year
1892—continued.

Month.	Chillies.	Clove Stems.	Mother Cloves.	Wharf Rent.	Unclaimed Goods Sold.	Pices Duty.	Kerosine Oil, Go-down Rent.	Overwork.	Lighters' Account.
	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.
January ...	...	...	...	...	...	...	...	...	...
February ...	...	...	...	...	...	...	...	...	...
March ...	1,480 0 9	...	...	469 0 6	...	...	...	...	...
April ...	1,341 10 0	...	...	889 4 0	1 6 0	...	...	...	...
May ...	...	3,097 10 6	...	728 1 0	7 15 6	1,562 8 0	...	...	...
June ...	...	495 5 3	...	...	...	...	...	...	...
July ...	1,637 10 0	...	135 0 6	326 14 6	786 8 3	...	6,278 10 0	...	...
August ...	2,087 6 8	329 6 0	...	...	...	...	...	...	...
September ...	1,425 0 0	139 2 9	...	...	...	...	...	...	...
October ...	1,102 0 0	372 10 9	...	...	...	...	...	...	...
November ...	1,037 7 9	500 6 9	...	...	79 10 9	...	1,849 8 0	...	21 0 0
December ...	...	...	...	...	...	...	...	...	...
Total 1892 ...	10,087 6 9	4,994 10 0	135 0 6	2,293 4 0	875 8 6	1,562 8 0	8,128 2 0	46 0 0	21 0 0
" 1891 ...	4,298 0 0	...	...	...	...	20,029 1 0	...	...	...
Decrease in 1892 ...	...	...	...	...	...	...	...	...	...
Increase in 1892 ...	5,789 6 9	...	...	...	...	18,466 9 0	...	...	...

ZANZIBAR.

ZANZIBAR.

STATEMENT of Income of the Government of His Highness the Sultan of Zanzibar's Custom-house in the Year 1892—continued.

Month.	Custs Registration.	Export, Zanzibar Island.	Transhipment, Labaz.	Duty on Potatoes.	Post, Parcel.	German Coast.	Transhipment Passes.	Total.
	Rupess a. p.	Rupess a. p.	Rupess a. p.	Rupess a. p.	Rupess a. p.	Rupess a. p.	Rupess a. p.	Rupess a. p.
January ...	...	102 5 9	20 4 0	4 6 0	147 3 3	96 6 0	118 13 3	64,574 8 9
February ...	...	...	79 0 0	...	...	...	...	66,553 2 6
March ...	...	...	...	...	...	...	...	50,915 13 3
April ...	...	...	...	...	...	...	...	47,077 8 6
May ...	...	...	...	...	...	...	...	32,916 4 6
June ...	...	...	...	...	...	...	...	30,141 8 3
July ...	...	...	...	...	...	...	...	30,083 3 0
August ...	253 0 0	...	...	...	...	...	...	19,783 13 3
September ...	33 0 0	...	...	...	...	...	...	64,806 9 3
October ...	64 0 0	...	...	...	...	...	...	1,14,432 15 3
November ...	32 0 0	...	...	...	...	...	...	59,127 7 0
December ...	...	...	...	...	...	...	...	67,407 2 6
Total 1892	382 0 0	102 5 9	99 4 0	4 6 0	147 3 3	96 6 0	118 13 3	6,47,729 15 6
Equivalent in sterling...	...	...	...	...	...	...	...	9,93,148 4 0
	...	...	...	...	...	...	...	62,071l. 15s. 4d.

* Included in Foreign Countries.

ZANZIBAR.

17

PAID to the Government Treasury, &c., in the Year 1892.

Month.	Deduction to be taken off on Account of—						Paid into Customs Account in Zanzibar Treasury.	Paid from Treasury into Customs Account.	Total Receipt on Account of Customs.	Remarks.
	Expenses.	Hammalage.	Difference Returned.	Written off Bad Debt.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	Rupees a. p.	
January ..	1,747 15 6	12 8 9	...	...	...	72,766 9 3	5,668 6 0	78,434 5 3		
February ..	604 14 9	...	...	...	...	52,757 12 3	...	52,757 12 3		
March ..	...	...	...	...	...	29,619 10 9	...	29,619 10 9		
April ..	...	...	...	...	...	65,447 11 0	...	65,447 11 0		
May ..	...	...	...	...	...	51,233 14 6	1,306 6 9	52,539 1 5		
June ..	...	...	...	...	...	41,825 12 6	...	41,825 12 6		
July ..	...	...	...	...	...	17,167 8 6	...	17,167 8 6		
August ..	20 0 0	9 5 0	2 0 0	...	...	539 4 9	35 0 0	574 4 9		
September ..	416 0 0	25 15 0	28 2 0	...	...	77,223 6 6	6 0 0	77,229 6 6		
October ..	12 12 9	...	160 10 9	...	...	92,945 7 0	5 0 0	92,950 7 0		
November ..	...	1 0 0	410 11 0	...	...	72,025 1 3	...	72,026 4 6		
December ..	...	...	13 4 0	...	...	68,046 7 0	30 0 0	68,076 7 0		
Total, 1892 ..	2,801 11 0	48 12 9	929 2 9	455 10 0	...	6,43,464 9 0	7,675 3 6	6,51,139 12 6		Net receipts on account of customs in 1892.
" 1891 ..	32,753 4 0*	...	...	...	...	...	...	...		
Decrease in 1892 ..	...	...	...	...	...	3,09,255 2 9	...	...		
Paid into Treasury in 1891 ..	...	...	...	...	...	...	...	...		
Balance of 1891 carried to 1892 ..	...	...	...	...	...	8,65,126 11 9	...	...		
Net receipts in 1891 Equivalent in sterling ..	...	...	...	...	...	95,268 3 6	...	95,268 3 6		Balance of 1891 brought forward from 1891. Paid into Treasury in 1892.

* The wages in 1891 were paid direct from custom-house, but now are paid from Treasury.

Net receipts on account of customs in 1891	Rupees a. p.
"	9,60,394 15 3
"	6,51,139 12 6
Total decrease in 1892	3,09,255 2 9
Equivalent in sterling	19,328/ 8s. 11d.

ANNEX IV.

A.—SHIPS Entered Zanzibar Harbour, other than Coasting Vessels, from January 1, 1892, to December 31, 1892.

Period.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
January 1 to March 31, 1892	39	53,672	2	1,221	41	54,893
April 1 to June 30, 1892	34	54,081	3	2,897	37	56,978
July 1 to September 30, 1892	36	57,382	1	1,511	37	58,893
October 1 to December 31, 1892...	33	44,851	1	831	34	45,682
Total	142	209,986	7	6,460	149	216,446

B.—SHIPS Entered Zanzibar Harbour, other than Coasting Vessels, from January 1, 1891, to December 31, 1891.

Period.	Steam.		Sailing.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
Jan. 1 to March 31, 1891	32	37,352	6	5,080	38	42,432
April 1 to June 30, 1891	40	52,788	2	2,145	42	54,933
July 1 to September 30, 1891	41	62,451	5	3,702	46	66,153
October 1 to December 31, 1891...	36	50,682	1	2,310	37	52,992
Total	149	203,273	14	13,237	163	216,510

C.—SUMMARY of Nationality of Vessels, other than Coasting Vessels, using the Harbour of Zanzibar for the 12 Months ending December 31, 1892.

Period.	British.		French.		German.		Portuguese.		American.		Zanzibaree.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
January 1 to March 31, 1892 ...	13	12,526	7	10,080	8	11,840	7	14,345	...	1,103	6	6,102	41	54,893
April 1 to June 30, 1892 ...	10	13,133	6	9,542	10	15,569	7	14,980	...	...	3	3,051	37	56,978
July 1 to September 30, 1892 ...	10	13,778	6	9,565	12	18,272	7	14,383	...	...	2	2,140	37	68,893
October 1 to December 31, 1892 ...	11	9,240	6	9,550	8	12,829	6	10,900	...	331	2	2,332	84	45,682
Total ...	44	43,677	25	38,737	38	58,510	27	54,963	2	1,334	13	13,625	149	216,446

D.—SUMMARY of Nationality of Coasting Vessels using the Harbour of Zanzibar for the 12 Months ending December 31, 1892.

Period.	British.		French.		German.		Portuguese.		Zanzibaree.		Total.	
	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.	Number of Vessels.	Tons.
January 1 to March 31, 1892 ...	5	1,130	...	...	12	2,824	6	1,095	9	1,698	31	6,787
April 1 to June 30, 1892 ...	7	960	...	...	31	5,790	2	416	13	2,022	53	9,183
July 1 to September 30, 1892 ...	3	402	1	60	30	6,032	1	203	8	1,872	43	7,624
October 1 to December 31, 1892 ...	6	804	1	77	25	4,622	1	208	5	966	38	6,877
Total ...	21	3,346	2	137	98	18,313	9	1,917	35	6,558	165	30,276

(1505)

C

E.—MEN-OF-WAR that Visited the Port of Zanzibar from
January 1, 1892, to December 31, 1892.

Period.	British.	French	German.	Dutch.	Austrian.
January 1 to March 31, 1892 ...	10	3	6	...	...
April 1 to June 30, 1892 ...	8	1	14	...	...
July 1 to September 30, 1892 ...	11	3	9	1	...
October 1 to December 31, 1892 ...	23	2	5	...	1
Total	52	9	34	1	1

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INDEX TO REPORTS
OF
HER MAJESTY'S DIPLOMATIC AND CONSULAR
REPRESENTATIVES ABROAD
ON
T R A D E
AND
SUBJECTS OF GENERAL INTEREST.
(WITH APPENDIX.)

1886-1893.

*Presented to both Houses of Parliament by Command of Her Majesty,
September, 1893.*

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1893.

[C. 7160.]

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INTRODUCTORY NOTE.

A few words explanatory of the scope and object of the fourth issue of this work may not be out of place.

Prior to the year 1886 it was the practice of the Foreign Office to publish the reports of Her Majesty's Diplomatic and Consular representatives abroad on trade, finance, and subjects of general interest, in Blue Books, at various intervals, when a sufficient number had been received to make a fair-sized volume. These Blue Books were published only during the Session of Parliament, or shortly after its close. This system, however, was open to two serious objections. In the first place, a person requiring a particular report on a specific subject found himself compelled to purchase a volume containing a quantity of extraneous matter, possibly of no interest to him, and at a cost consequently in excess of the value of what he really required. A still graver objection lay in the fact that while one report might be printed and ready for publication, it had to wait till others were received in a sufficient number to make up a Blue Book. Considerable delay was thus at times occasioned, and the value of the earlier papers proportionately diminished. Lord Rosebery, when Secretary of State for Foreign Affairs in 1886, readily recognising the force of these objections which were then strongly urged, took effectual steps to remedy them by ordering a separate publication of all reports both during the Session of Parliament and in the recess. This arrangement met with the unanimous approval of the Public and the Press, and the reports were, thenceforward, issued at a price well within the reach of all classes, as will be seen on reference to the Appendix.

The Series thus established are divided into two categories, "Annual" and "Miscellaneous." In the former are comprised reports on Trade, Finance, Agriculture, &c., which are annually required from Her Majesty's Missions and Consulates abroad. In the latter are included reports on subjects of general economic interest, which are either specially called for by the Secretary of State or voluntarily submitted for publication by their authors. Each of these series have their consecutive numbers, which run on from year to year. From the summer of 1886 down to September 22, 1893, when Parliament adjourned, 1,297 reports of
(1621)

the Annual, and 303 of the Miscellaneous Series, have been issued in the separate form, and it is to the salient features of these 1,600 reports that the body of the present work is designed to facilitate reference. The system adopted is as follows: The black numeral preceding the letter A. or M. refers to the number of the paper; the letters themselves refer to the series, "Annual" or "Miscellaneous," as the case may be; and the smaller figures, following the letter, denote the page on which the subject is referred to. From what has been said above it will be seen that, with certain exceptions, the majority of the reports received from abroad, and which it is deemed expedient to make public, are now issued separately in one of the two series referred to. But it not unfrequently happens, when information from different countries on a specific subject is required, that it is considered preferable to publish all replies collectively, and thus consolidate the information in one book. Examples of such cases as this may be found in the Volume of Reports on Co-operative Societies Abroad (No. 20, Coml., 1886); Laws Relating to Employers' Liability Abroad (No. 21, Coml., 1886), and numerous other instances. Such collective information is still published in Blue Books of the commercial series as Command Papers, and numbered according to the year of issue. The symbols of reference to such papers being somewhat different, all reports so published, together with those on subjects of general commercial interest which appeared prior to the arrangement made in 1886, and already referred to, have been dealt with in Part II, which embraces a period of twelve years, viz., from 1882 to 1893 inclusive.

As application is frequently made to the Foreign Office for these reports, it may be well to mention that they can be obtained from Messrs. Eyre and Spottiswoode, East Harding-street, Fleet-street, E.C., and 32, Abingdon-street, Westminster, S.W.; John Menzies, and Co., 12, Hanover-street, Edinburgh, and 90, West Nile-street, Glasgow; or Hodges, Figgis, and Co., Limited, 104, Grafton-street, Dublin; to whom direct application should be made, stating the number and the series, which will be sufficient to indicate the papers mentioned in the body of the report. To obtain those referred to in Part II, it is advisable to mention not only the commercial number, but also the year and command number, which are printed in brackets for that purpose.

An Appendix has been added to this edition, showing the prices of each of the Reports referred to in Part I of the work, *i.e.*, those of the Annual and Miscellaneous Series.

WILLOUGHBY MAYCOCK.

Foreign Office, September, 1893.

INDEX TO REPORTS
OF
HER MAJESTY'S DIPLOMATIC AND CONSULAR
REPRESENTATIVES ABROAD
ON
TRADE AND SUBJECTS OF GENERAL INTEREST.

PART I.

1886-1893.

EXPLANATION OF SYMBOLS OF REFERENCE.—The letter A. signifies Annual Series; the letter M. Miscellaneous Series. The black numerals indicate the number of the Report, the small numerals the page. Thus **85, A., 54**, means Annual Series No. 85, page 54; and **85, M., 54**, means No. 85 of the Miscellaneous Series, page 54.

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- Trade of 1886, **130**, A., 27; of 1887, **440**, A., 19; of 1888, **605**, A., 17; of 1889, **781**, A., 19; of 1890, **915**, A., 34; of 1891, **1143**, A., 32; of 1892, **1272**, A., 34.

Christiansund.

- Trade of 1886, **130**, A., 38; of 1887, **440**, A., 20; of 1888, **605**, A., 20; of 1889, **781**, A., 21; of 1890, **915**, A., 37; of 1891, **1143**, A., 35; of 1892, **1272**, A., 35.

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- Cherbourg, **1270**, A., 4.
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 Norway, 440, A., 1; 605, A., 1; 638, A., 1; 781, A., 1; 1143, A., 4.
 Odessa, 115, A., 4; 236, A., 3; 346, A., 3; 536, A., 6; 877, A., 1; 1024, A., 4; 1232, A., 4.
 Pakhoi, 122, A., 1; 1037, A., 1; 1197, A., 1.
 Panama, 971, A., 5.
 Patras, 259, A., 4; 457, A., 5; 819, A., 5; 980, A., 7; 1154, A., 10.
 Pernambuco, 606, A., 1.
 Peru, 806, A., 8.
 Piræus, 33, A., 2; 834, A., 6; 1019, A., 10.
 Poland, 321, A., 12; 461, A., 8; 686, A., 9; 1183, A., 2.
 Portland (Oregon), 186, A., 14; 555, A., 7; 906, A., 11, 17; 1086, A., 14.
 Portugal, 382, A., 7.
 Quilimane, 1009, A., 4.
 Riga, 167, A., 3, 6; 516, A., 2; 667, A., 3; 860, A., 6; 1003, A., 8; 1172, A., 9.
 Rio Grande do Sul, 32, A., 5; 1077, A., 16; 1263, A., 10.
 Rio Janeiro, 106, A., 2; 217, A., 6, 7; 265, A., 3, 7.
 Rotterdam, 58, A., 6.
 Roumania, 93, A., 6; 268, A., 6; 475, A., 6; 662, A., 9; 837, A., 5; 1170, A., 5.
 Russia, 108, A., 35; 447, A., 1, 4, 14; various roubles and value, 646, A., 3.
 Saigon, 90, A., 2; 280, A., 3; 477, A., 3; 659, A., 2; 851, A., 3; 1057, A., 4.

Exchange—continued.

St. Petersburg, 73, A., 2, 4; 223, A., 1; 248, A., 7; 564, A., 12;
 777, A., 9, 10; 950, A., 13; 1119, A., 15; 1275, A., 8.
 Salonica, 75, A., 6.
 Samoa, 831, A., 1.
 San Blas, 965, A., 25.
 Santo Domingo, 1240, A., 22.
 Sarawak, 45, A., 4.
 Shanghai, 199, A., 7; 387, A., 17; 1101, A., 3; 1266, A., 3.
 Siam, 771, A., 4; 1087, A., 4; 1089, A., 2.
 Stettin, 776, A., 1; 1115, A., 37.
 Swatow, 495, A., 3.
 Sweden, 35, A., 1.
 Syra, 37, A., 3, 4; 193, A., 6; 418, A., 7; 557, A., 6; 673,
 A., 7; 1051, A., 7; 1204, A., 2.
 Tabreez, 113, A., 16; 241, A., 3; 445, A., 4.
 Taganrog, 80, A., 5; 263, A., 2; 491, A., 5, 15; 675, A., 6;
 841, A., 6; 1042, A., 4; 1234, A., 4.
 Tahiti, 151, A., 2; 319, A., 5; 602, A., 11; 904, A., 2.
 Tainan, 156, A., 2; 332, A., 1.
 Tientsin, 15, A., 1, 6.
 Tonga, 1137, A., 2.
 United States, 235, A., 1.
 Uruguay, 129, A., 12; 1294, A., 12.
 Valparaiso, 120, A., 4, 9.
 Venezuela, 43, A., 2.
 Vera Cruz, 1218, A., 1.
 Warsaw, 128, A., 13.
 Wénchow, 688, A., 7; 838, A., 1, 7.
 Wuhu, 299, A., 4, 5; 519, A., 4; 1048, A., 12.
 Zambesi, 414, A., 9.
 Zante, 17, A., 10.

Exhibitions. (See also Part II.)

Barcelona, 97, A., 22; 274, A., 10, 12; (floating), 489, A., 7, 10;
 692, A., 3; (floating), 692, A., 11; 301, M., 6.
 Bordeaux (floating), 101, A., 5; (Representation of Bordeaux at
 Paris Exhibition), 302, A., 20; 501, A., 21; 844, A., 31;
 1004, A., 33; (of South American products), 1166, A., 32.
 Boufarc (agricultural), 469, A., 9.
 Bulgaria (agricultural), 936, A., 17.
 Californian products, 718, A., 46; 906, A., 48.
 Canary Islands, 1120, A., 6.
 Chicago (World's Fair), 1103, A., 2, 21; 256, M.; 292, M.
 Costa Rica, 121, A., 2.
 Cronstadt (seeds), 1275, A., 37.
 Florence (means of combating vine diseases), 27, M.
 Frankfort (Electrotechnical), 937, A., 15; 1082, A., 59; 1241
 A., 56.
 Gandia, 692, A., 25.
 Germany (floating), 573, A., 14.
 Ghent (agricultural), 259, M.
 Gotha, exhibition of European manufactures in China, 4, M.; 6, M.
 Greece (German), 1184, A., 8.
 Havre (maritime), 96, A., 11; 277, A., 9.
 Java, 1190, A., 7.
 Kharkoff (agricultural), 80, A., 6.
 Milan (millers and bakers, 1887), 57, M.
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Exhibitions—continued.

Mogador (floating), 181, A., 1, 2.
 Moscow, 777, A., 38.
 Naphtha and petroleum at St. Petersburg, 447, A., 15
 Palermo, 395, A., 10; 576, A., 18; 949, A., 9.
 Paris (Noumean products at), 521, A., 2.
 Quito, 1146, A., 14.
 Rome, 1895-6, 1131, A., 16.
 Roustchouk (agricultural), 752, A., 23.
 St. Petersburg (fish), 777, A., 19
 Sicily, 1117, A., 7.
 Switzerland (objections to be represented at), 57, A., 3.
 Tokio, 200, A., 26.
 Tunis, 97, M., 1.
 Warsaw textile exhibition, 321, A., 7.
 Wine exhibition at Frankfort, 9, M.

Explosives.

Philadelphia (mines), 1078, A., 21, 23.

Export Agency.

Wurtemberg, 46, A., 11.

Exports. (See also under various categories, and Part II.)

Abo, 1890, 950, A., 31; 1891, 1119, A., 55; 1892, 1275, A., 63.
 Acre, 1885-6, 114, A., 8; 1887, 290, A., 6; 1888, 508, A., 7;
 1890, 908, A., 7; 1892, 1279, A., 14.
 Adalia, 1889, 764, A., 18.
 Adana, 1886-7, 406, A., 5; 1887-8, 571, A., 4; 1888-9, 745,
 A., 11; 1890, 896, A., 9; 1891, 1017, A., 15; 1892, 1200,
 A., 8, 13.
 Adra, 1888, 627, A., 13; 1889, 802, A., 9; 1892, 1282, A., 16.
 Adrianople, 1888, 533, A., 4; 1889, 721, A., 5; 1890, 891, A., 3;
 1891, 1021, A., 4; 1892, 1179, A., 5.
 Aguilas, 1888, 627, A., 13; 1889-90, 966, A., 19; 1892, 1282,
 A., 17.
 Ahwaz, 1890-91, 1092, A., 21.
 Aivali, 1889, 764, A., 23.
 Ajaccio, 1887, 353, A., 4.
 Aleppo, 1886, 105, A., 1.
 Alexandretta, 1886, 105, A., 3; 1887, 419, A., 3; 1888, 500,
 A., 6; 1889, 745, A., 6; 1890, 896, A., 6; 1891, 1017,
 A., 10; 1892, 1200, A., 6.
 Alexandria, 1885, 77, A., 2, 5; 1886, 196, A., 1, 6, 8; 1887,
 393, A., 6, 7; 1888, 585, A., 8; 1889, 767, A., 16; 1890,
 944, A., 21; 1891, 1113, A., 24; 1892, 1276, A., 18.
 Algeciras, 1891, 1055, A., 16; 1892, 1269, A., 26.
 Algeria, 1886, 249, A., 14; 1887, 291, A., 2; 1888, 563, A., 2, 4;
 1889, 669, A., 24; 1890, 853, A., 2, 4, 6; 1891, 1043, A.,
 3, 6, 8; 1892, 1180, A., 5, 7, 9, 13, 15.
 Alicante, 1886, 97, A., 24; 1887, 274, A., 17; 1888, 489, A., 19;
 1889, 692, A., 24; 1890, 924, A., 26; 1891, 1060, A., 14;
 1892, 1225, A., 32.
 Almeria, 1890, 966, A., 25, 26; 1892, 1282, A., 21, 28.
 Ambriz, 1888-91, 1105, A., 38.
 Amoy, 1884-6, 133, A., 5; 1887, 341, A., 7, 10, 11; 1888, 540,
 A., 6; 1889, 709, A., 9; 1890, 890, A., 8; 1891, 1012, A.,
 9; 1892, 1193, A., 2, 7, 12.
 Amsterdam, 1890, 954, A., 5.
 Angola, 1885, 4, A., 9.
 Angora, 1891, 1099, A., 25.

Exports—continued.

- Antwerp, 1885, **23**, A., 7; 1886, **210**, A., 7; 1887, **306**, A., 2.
Arab ports of Persian Gulf, 1888-9, **760**, A., 17; 1889-90, **946**, A., 14; 1890-91, **1092**, A., 14; 1892, **1252**, A., 16.
Archangel, **248**, A., 20; 1885-87, **564**, A., 34; 1889, **777**, A., 44; 1890, **950**, A., 38; 1891, **1119**, A., 42.
Arendal, 1886, **130**, A., 26; 1892, **1272**, A., 23.
Argentine Republic, 1884-5, **111**, A., 10; 1878-88, **572**, A., 21; 1890-91, **927**, A., 1, 2, 5; (Foreign trade), 1890-91, **1000**, A., 58; 1891, **1068**, A., 7; 1883-91, **1147**, A., 89; 1892, **1178**, A.
Astoria, 1886, **186**, A., 22, 23; 1887, **375**, A., 13; 1888, **555**, A., 14; 1889, **718**, A., 25; 1890, **906**, A., 22; 1891, **1086**, A., 25; 1892, **1251**, A., 37.
Austria, 1884-5, **16**, A.; 1886, **153**, A., 1, 2, 3, 4; 1884-5, **195**, A., 2, 3; 1886-7, **355**, A.; 1880-89, **735**, A., 6; 1886-90, **852**, A., 2; 1889-90, **889**, A., 2, 3, 13, 16; 1890, **906**, A., 22; 1891, **1114**, A., 5; 1892, **1265**, A., 4.
Azores, 1885, **9**, A., 2.
Baghdad, 1887-89, **551**, A., 3, 4; 1888, **783**, A., 11; 1890-91, **1142**, A., 4.
Bahia, 1885-89, **793**, A., 11; 1885-8, **807**, A., 2; 1890-91, **1290**, A., 11.
Bahrain, 1887-8, **629**, A., 18; 1888-9, **760**, A., 15; 1889-90, **946**, A., 12; 1891, **1092**, A., 29.
Baltimore, 1886, **94**, A., 2; 1887, **262**, A., 3, 4; 1888, **463**, A., 7; 1889, **648**, A., 8; 1890, **835**, A., 10; 1891, **1001**, A., 11; 1892, **1176**, A., 10.
Banes, 1890-91, **1132**, A., 30.
Bangkok, 1886, **222**, A., 4; 1887, **412**, A., 4, 5; 1888, **595**, A., 7, 8; 1889, **771**, A., 27; 1890, **938**, A., 16, 49; 1891, **1087**, A., 6; 1892, **1267**, A., 16.
Barcelona, 1886, **97**, A., 18, 20, 21; 1887, **274**, A., 6, 8; 1888, **489**, A., 13; 1889, **692**, A., 16; 1890, **924**, A., 7, 8, 9, 10, 11, 12, 13; 1891, **1060**, A., 4; 1892, **1225**, A., 12-17.
Bari, 1884-5, **174**, A., 46; 1886-7, **397**, A., 33, 34; 1888, **615**, A., 26; 1889, **784**, A., 10, 11; 1890, **953**, A., 18, 19; 1891, **1122**, A., 18; 1892, **1244**, A., 11.
Barletta, 1885, **174**, A., 38, 40; 1886-7, **397**, A., 35; 1888, **615**, A., 30; 1890, **953**, A., 19; 1891, **1122**, A., 21.
Bastia, 1886, **172**, A., 3, 4.
Batoum, 1885, **26**, A., 1, 5; 1886, **115**, A., 20; 1887, **346**, A., 25; 1888, **616**, A., 3; 1889, **677**, A., 9; 1890, **871**, A., 14; 1891, **1027**, A., 10; 1892, **1191**, A., 8.
Bayonne, 1886, **101**, A., 23; 1887, **302**, A., 26; 1888, **501**, A., 26; 1889, **683**, A., 33; 1890, **844**, A., 37; 1891, **1004**, A., 38; 1892, **1166**, A., 37.
Belgium, 1883-5, **76**, A., 1.
Benadir Ports, 1891, **982**, A., 42.
Bengazi, 1885-86, **147**, A., 7; 1888, **480**, A., 3; 1889-90, **903**, A., 3, 4; 1891-2, **1159**, A., 5.
Benguella, 1888-91, **1105**, A., 38.
Beni Saf, 1887, **291**, A., 13; 1890, **1043**, A., 38.
Berbera and Bulhar, 1887-92, **1208**, A., 8.
Berdiansk, 1886, **80**, A., 17, 19; 1887, **346**, A., 17; 1888, **536**, A., 24; 1889, **675**, A., 24; 1890, **841**, A., 26; 1891, **1042**, A., 34; 1892, **1234**, A., 32.

Exports—continued.

- Bergen, 1886, **130**, A., 36; 1887, **440**, A., 17; 1888, **605**, A., 13; 1889, **781**, A., 17; 1890, **915**, A., 30; 1891, **1143**, A., 28; 1892, **1272**, A., 30.
- Beyrout, 1885, **8**, A., 7; 1886, **114**, A., 6, 8; 1887, **290**, A., 6; 1888, **508**, A., 7; 1889, **720**, A., 8; 1890, **908**, A., 2, 7; 1892, **1279**, A., 15.
- Bilbao, 1885, **31**, A., 7; 1886, **163**, A., 10, 11; 1890, **923**, A., 5, 6, 7, 8; 1891, **1054**, A., 4, 5, 6, 7, 8; 1892, **1278**, A., 12.
- Björneborg, 1887-8, **564**, A., 30, 31; 1888-9, **777**, A., 52; 1889-90, **950**, A., 40; 1891, **1119**, A., 59; 1892, **1275**, A., 65.
- Bocas del Toro, 1890, **971**, A., 13.
- Bodö, 1886, **130**, A., 44; 1887, **440**, A., 18; 1888, **605**, A., 15; 1889, **781**, A., 18; 1890, **915**, A., 32; 1891, **1143**, A., 30; 1892, **1272**, A., 32.
- Bogotá, 1864-85, **53**, A., 4; 1880-87, **456**, A., 1; 1889-90, **970**, A., 1, 3, 8, 9.
- Bolivar, 1885, **42**, A., 6, 8, 9; 1886, **138**, A., 4, 5, 7; 1888, **528**, A., 5; 1889, **723**, A., 9; 1891, **1074**, A., 7; 1892, **1207**, A., 3.
- Bone, 1889-90, **853**, A., 19.
- Bordeaux, 1886, **101**, A., 7, 14; 1887, **302**, A., 7; 1888, **501**, A., 6; 1889, **683**, A., 7; 1890, **844**, A., 7; 1891, **1004**, A., 7, 8; 1892, **1166**, A., 8.
- Borneo (British N.), 1885, **34**, A., 10; 1886, **420**, A., 6; 1888, **493**, A., 9; 1889-90, **943**, A., 9, 10; 1891, **1111**, A., 12.
- Boston, 1886, **110**, A., 5, 6; 1887, **312**, A., 5, 6; 1888, **499**, A., 4; 1889-90, **843**, A., 6; 1890-91, **1015**, A., 8; 1892, **1181**, A., 8, 9.
- Boulogne, 1886, **127**, A., 1, 2, 23; 1887, **300**, A., 3, 26; 1888, **490**, A., 2, 19; 1889, **697**, A., 22; 1890, **859**, A., 29; 1891, **1076**, A., 26; 1892, **1167**, A., 30.
- Bourgas, 1886, **185**, A., 5, 8, 9; 1887, **325**, A., 7, 8; 1888, **558**, A., 9; **645**, A., 4; 1889, **752**, A., 64; 1890, **936**, A., 40, 41; 1891, **1110**, A., 31.
- Braila, 1890, **996**, A., 11.
- Brazil, 1885-88, **807**, A., 1.
- Bremen, 1887, **429**, A., 33; 1888-9, **829**, A., 23, 34.
- Brest, 1886, **86**, A., 2, 3; 1887, **273**, A., 3, 4; 1888, **505**, A., 7; 1889, **699**, A., 5; 1890, **893**, A., 7; 1891, **1039**, A., 5; 1892, **1177**, A., 7.
- Brevig, 1890, **915**, A., 32; 1892, **1272**, A., 33.
- Brindisi, 1885, **174**, A., 32, 34; 1886, **36**, 38; 1887, **397**, A., 24; 1888, **615**, A., 16; 1889, **741**, A., 5; 1890, **907**, A., 6; 1891, **1079**, A., 3, 9; 1892, **1248**, A., 4, 10.
- Brunswick (Georgia), 1891, **1072**, A., 35.
- Bulgaria, 1885-6, **237**, A., 6; 1887, **442**, A., 5, 6; 1889, **752**, A., 10, 48; 1890, **936**, A., 4, 5, 54, 55, 56; 1887-91, **1110**, A., 5, 36; 1877-91, **264**, M.
- Bulhar. (See Berbera.)
- Bunder Abbas, 1887-8, **591**, A., 10; **629**, A., 15; 1889, **760**, A., 12; 1889-90, **946**, A., 10; 1891, **1092**, A., 12; 1892, **1252**, A., 13.
- Burriana, 1888, **489**, A., 17; 1889, **692**, A., 20; 1890, **924**, A., 24; 1891, **1060**, A., 12.
- Bushire, 1885, **29**, A., 1, 3, 4; **113**, A., 12; 1886, **166**, A., 3, 4; 1887-8, **591**, A., 5; **629**, A., 6, 7; 1889, **760**, A., 7; 1890, **946**, A., 4; 1891, **1092**, A., 5, 25; 1892, **1252**, A., 6.

Exports—continued.

- Bussorah, 1887, **348**, A., 2, 5; 1888-9, **719**, A., 4; 1890, **921**, A., 3; 1891, **1142**, A., 16.
- Cadiz, 1890, **895**, A., 2.
- Caen, 1886, **96**, A., 22, 23; 1887, **277**, A., 21; 1888, **486**, A., 23; 1889, **671**, A., 34; 1890, **839**, A., 31; 1891, **999**, A., 9; 1892, **1174**, A., 23.
- Caiffa, 1885-6, **114**, A., 8; 1887, **290**, A., 6; 1888, **508**, A., 7; 1890, **908**, A., 7.
- Calais, 1886, **127**, A., 3, 25; 1887, **300**, A., 3, 28; 1888, **490**, A., 3, 21; 1889, **697**, A., 23; 1890, **859**, A., 28; 1891, **1076**, A., 3, 24; 1892, **1167**, A., 5, 29.
- Calamata, 1886, **78**, A., 4.
- Caldera, 1889, **743**, A., 5.
- Callao, 1891, **1016**, A., 4.
- Cannes, 1886, **189**, A., 11; 1887, **337**, A., 10; 1888, **550**, A., 6; 1889, **744**, A., 9; 1890, **900**, A., 16, 17; 1891, **1073**, A., 11-12; 1892, **1198**, A., 14.
- Canton, 1885, **12**, A., 4, 11, 13; 1883-86, **224**, A., 11; 1887, **415**, A., 15; 1888, **574**, A., 12, 18; 1889, **770**, A., 13; 1891, **1107**, A., 8; 1892, **1282**, A., 6.
- Cardenas, 1892, **1213**, A., 15.
- Carlsrona, 1886, **131**, A., 17; 1887, **324**, A., 18; 1888, **524**, A., 25; 1889, **750**, A., 25; 1890, **931**, A., 24; 1891, **1067**, A., 27; 1892, **1247**, A., 29.
- Carthage (Republic of Colombia), 1886, **116**, A., 2, 3; 1887, **316**, A., 2, 3; 1888, **556**, A., 2, 4; 1889, **790**, A., 12; 1890, **971**, A., 17.
- Carthage (Spain), 1890, **966**, A., 27.
- Castellamare, 1884-5, **174**, A., 41; 1886, 43; 1887, **397**, A., 28; 1888, **615**, A., 31; 1889, **784**, A., 18; 1890, **953**, A., 25; 1891, **1122**, A., 28; 1892, **1244**, A., 14.
- Cataluña, 1886, **97**, A., 7.
- Catania, 1886, **239**, A., 17; 1887, **395**, A., 19, 20; 1888, **576**, A., 33; 1889, **762**, A., 26; 1890, **1117**, A., 21; 1891, **1117**, A., 32, 34, 36.
- Cavalla, 1885, **75**, A., 7, 12, 13; 1886-7, **394**, A., 11, 12; 1888, **623**, A., 17; 1889, **822**, A., 20; 1890, **962**, A., 15.
- Ceara, 1885-6, **179**, A., 13; 1887, **374**, A., 14; 1888, **606**, A., 15.
- Cebu, 1885, **6**, A., 8, 10; 1886, **103**, A., 5; 1887, **295**, A., 9; 1888, **494**, A., 8; 1889, **678**, A., 8; 1890, **846**, A., 11; 1891, **1032**, A., 6, 7, 8, 17; 1892, **1289**, A., 30.
- Cephalonia, 1885, **17**, A., 7; 1887-88, **598**, A., 3, 5.
- Charleston, 1886, **88**, A., 7; 1887, **296**, A., 7, 8; 1888, **515**, A., 5; 1889, **668**, A., 8.
- Chefoo, 1885, **40**, A., 2, 4, 6; 1886, **203**, A., 2, 7, 8; 1887, **366**, A., 5, 7; 1888, **599**, A., 5; 1889, **780**, A., 6; 1890, **926**, A., 5, 6, 7, 10; 1891, **1066**, A., 5, 6.
- Cherbourg, 1886, **91**, A., 3; 1887, **271**, A., 3; 1888, **473**, A., 2; 1889, **656**, A., 2; 1890, **886**, A., 3; 1890-91, **1052**, A., 3.
- Chicago, 1886, **140**, A., 5, 6, 16; 1887, **330**, A., 14, 15; 1888, **570**, A., 5; 1889, **739**, A., 6; 1890, **892**, A., 19.
- Chiangmai, 1890-91, **1089**, A., 10.
- Chile, 1886, **227**, A., 3; **369**, A., 4; 1885-6, **385**, A., 17, 19.
- China (treaty ports), 1884-5, **41**, A., 2, 3.
- Chinkiang, 1886, **173**, A., 21, 22; 1887, **373**, A., 20, 21; 1888, **592**, A., 5; 1889, **717**, A., 5; 1890, **905**, A., 1, 3, 6; 1891-92, **1228**, A., 2, 10.

Exports—continued.

- Christiania, 1886, **130**, A., 9; 1887, **440**, A., 9; 1890, **915**, A., 24; 1891, **1143**, A., 23; 1892, **1272**, A., 23.
- Christiansand, 1886, **130**, A., 27; 1887, **440**, A., 20; 1888, **605**, A., 18; 1889, **781**, A., 20; 1890, **915**, A., 35; 1891, **1143**, A., 33; 1892, **1272**, A., 35.
- Christiansund, 1886, **130**, A., 39; 1887, **440**, A., 21; 1888, **605**, A., 20; 1889, **781**, A., 22; 1890, **915**, A., 37; 1891, **1143**, A., 36; 1892, **1272**, A., 36.
- Chungking, 1891, **1097**, A., 8, 9; 1892, **1230**, A., 15.
- Cienfuegos, 1887, **327**, A., 16; 1892, **1213**, A., 25.
- Colombia, Republic of, 1885-7, **456**, A., 17, 18, 19, 20; **626**, A., 6, 7, 8; 1888-91, **1148**, A., 10.
- Colombian Ports, 1889, **804**, A., 13, 14.
- Colon, 1889, **790**, A., 18.
- Constantinople, 1887-8, **537**, A., 2.
- Coquimbo, 1887, **514**, A., 6; 1888-9, **685**, A., 4.
- Corea, 1885, **61**, A., 1, 5, 7; 1886, **218**, A., 4, 5, 7; 1887, **372**, A., 5; 1888, **565**, A., 9, 12; 1889, **740**, A., 9; 1890, **918**, A., 8; 1891, **1088**, A., 13, 16; 1892, **1227**, A., 12.
- Corfu, 1885, **17**, A., 2, 3.
- Corunna, 1886, **152**, A., 3, 7, 8, 9; 1887, **329**, A., 7; 1888, **520**, A., 9; 1889, **711**, A., 6; 1890, **914**, A., 5, 8; 1891, **1056**, A., 12; 1892, **1195**, A., 7.
- Costa Rica, 1885, **27**, A., 1; 1886, **121**, A., 3; 1887, **317**, A., 3; 1888, **522**, A., 6; 1889, **694**, A., 2; 1890, **861**, A., 3; 1891, **1031**, A., 5; 1892, **1219**, A., 7, 8.
- Crete, 1885, **56**, A., 3, 10, 12.
- Cuba, 1885, **10**, A., 9; **205**, A., 10; 1892, **1213**, A., 10.
- Cullera, 1889, **692**, A., 22; 1890, **924**, A., 24; 1891, **1060**, A., 11; 1892, **1225**, A., 28.
- Damascus, 1886, **99**, A., 3, 4; 1887, **417**, A., 3; 1888, **538**, A., 4, 5; 1889, **690**, A., 4, 5; 1890-91, **1121**, A., 7; 1892, **1261**, A., 7.
- Dantzic, 1885, **50**, A., 10; 1888-9, **808**, A., 8; 1890-91, **1126**, A., 9.
- Dar-el-Baida, 1886, **181**, A., 20; 1887, **326**, A., 23; 1888, **553**, A., 22; of 1889, **712**, A., 24; of 1890, **857**, A., 22; 1890-91, **1011**, A., 33; 1892, **1221**, A., 29.
- Delagoa Bay, 1890-91, **995**, A., 8.
- Denia, 1891, **1060**, A., 20.
- Denmark, 1887, **471**, A., 7; 1888, **639**, A., 8; 1889, **814**, A., 2; 1889-90, **973**, A., 2, 11; 1891, **1138**, A., 2, 3, 4, 5.
- Diarbekir, 1885, **30**, A., 5; 1886, **212**, A., 5, 6; 1887, **386**, A., 3, 4; 1888, **527**, A., 16, 17; 1889-90, **930**, A., 16; 1890-91, **1050**, A., 12; 1892, **1242**, A., 8.
- Dieppe, 1886, **96**, A., 32; 1888-9, **671**, A., 48.
- Drammen, 1886, **130**, A., 15; 1887, **440**, A., 24; 1888, **605**, A., 22; 1889, **781**, A., 23; 1890, **915**, A., 41; 1891, **1143**, A., 38; 1892, **1272**, A., 40.
- Dröbak, 1890, **915**, A., 43; 1891, **1143**, A., 40; 1892, **1272**, A., 41.
- Dröntheim, 1886, **130**, A., 41; 1887-8, **605**, A., 65; 1889, **781**, A., 58; 1890, **915**, A., 86, 87; 1891, **1143**, A., 92; 1892, **1272**, A., 84, 86.
- Dunkirk, 1886, **127**, A., 20; 1887, **300**, A., 23; 1888, **506**, A., 8; 1889, **734**, A., 9; 1890, **919**, A., 9; 1891, **1094**, A., 8; 1892, **1237**, A., 10.

Exports—continued.

- Durazzo, 1888, **537**, A., 22.
Dutch Guiana, 1887, **410**, A., 4; 1888, **583**, A., 4; 1890, **956**, A., 8, 9.
Ecuador, 1889-90, **851**, A., 5; 1890, **832**, A., 5, 6; 1891, **1146**, A., 4.
Egersund, 1886, **130**, A., 31; 1889, **781**, A., 24; 1890, **915**, A., 44; 1891, **1143**, A., 41; 1892, **1247**, A., 42.
Egypt, 1885-6, **142**, A., 3; 1883-92, **1276**, A., 2.
Elba, 1891-2, **1250**, A., 33.
Erzeroum, 1885, **30**, A., 3; 1886, **212**, A., 3; 1887-8, **527**, A., 3; 1889-90, **930**, A., 3; 1890-91, **1050**, A., 4; 1892, **1242**, A., 3.
Eupatoria, 1888, **536**, A., 15; 1889, **706**, A., 23.
Eureka (California), 1887, **392**, A., 11, 12; 1888, **555**, A., 37; 1889, **718**, A., 56, 57.
Fahrsund, 1887, **440**, A., 26, 27; 1888, **605**, A., 24; 1889, **781**, A., 26; 1890, **915**, A., 46; 1891, **1143**, A., 42; 1892, **1272**, A., 43.
Fayal, 1885, **9**, A., 5.
Fécamp, 1886, **96**, A., 29; 1887, **277**, A., 28, 29; 1888, **486**, A., 29; 1889, **671**, A., 41; 1890, **839**, A., 37; 1890-91, **999**, A., 27; 1892, **1174**, A., 29.
Ferrol, 1886, **152**, A., 13, 14; 1887, **329**, A., 16, 17; 1888, **520**, A., 22, 23; 1889, **711**, A., 27; 1890, **914**, A., 24; 1891, **1056**, A., 26; 1892, **1195**, A., 27.
Fiji, 1885, **25**, A., 4, 7; 1886, **158**, A., 6; 1887, **405**, A., 4.
Finland, 1886, **248**, A., 13; 1887, **447**, A., 28; 1892, **1275**, A., 60.
Fiume, 1885, **68**, A., 1, 2, 3, 4; 1886, **141**, A., 8; **244**, A., 3, 4; 1887, **320**, A., 7; **450**, A., 3, 4, 5, 7, 8; 1888, **552**, A., 8, 11; 1889, **705**, A., 8, 9, 11; 1890, **883**, A., 10, 11, 21, 22; 1891, **1047**, A., 11, 15; 1892, **1249**, A., 17.
Flekkefjord, 1886, **130**, A., 30, 31; 1887, **440**, A., 29; 1888, **605**, A., 27; 1889, **781**, A., 27; 1890, **915**, A., 50; 1891, **1143**, A., 46; 1892, **1272**, A., 46.
Foochow, 1886, **157**, A., 5, 9, 10; 1887, **331**, A., 10; 1888, **526**, A., 9; 1889, **726**, A., 12; 1889-90, **897**, A., 11; 1890-91, **1038**, A., 13; 1892, **1216**, A., 11.
France, 1885, **63**, A., 1; 1886, **85**, A., 3, 7, 8; **246**, A., 16; 1887, **258**, A., 4, 6; 1892, **1158**, A., 5.
Frankfort, 1885-6, **180**, A., 7, 8; 1886-7-8, **573**, A., 6.
Frederickshald, 1885-6, **130**, A., 14; 1888, **605**, A., 28; 1888-9, **781**, A., 30; 1889-90, **915**, A., 51; 1892, **1272**, A., 47.
Frederickstadt, 1886, **130**, A., 13; 1889-90, **915**, A., 54; 1892, **1272**, A., 49.
Galatz, 1886, **93**, A., 5, 7; 1891, **996**, A., 6, 8; 1892, **1170**, A., 8.
Gallipoli (Italy), 1885, **174**, A., 23; 1886, 29; 1887, **397**, A., 18, 19; 1888, **615**, A., 22; 1889, **741**, A., 10; 1890, **907**, A., 14; 1891, **1079**, A., 3, 19; 1892, **1248**, A., 20.
Galveston, 1891, **989**, A., 17, 18; 1892, **1164**, A., 13-16.
Gandia, 1889, **692**, A., 25; 1890, **924**, A., 31.
Garrucha, 1889, **802**, A., 13; 1890, **906**, A., 30, 31.
Gefle, 1885, **21**, A., 5, 7; 1886, **178**, A., 10; 1887, **368**, A., 10; 1888, **568**, A., 10; 1889, **772**, A., 10; 1890-91, **1125**, A., 11; 1892, **1256**, A., 11.
Genoa, 1885-6, **134**, A., 11; 1887, **308**, A., 12; 1888, **507**, A., 16; 1889, **696**, A., 18; **862**, A., 20; 1890-91, **1025**, A., 17.

Exports—continued.

- Germany, 1892, **1241**, A., 15, 16, 53.
 Germany to Great Britain, 1887-89, **761**, A., 6; 1888-90, **937**, A., 6, 7, 8.
 Ghenichesk, 1890, **841**, A., 19; 1891, **1042**, A., 18-24; 1892, **1234**, A., 24.
 Ghent, **1041**, A., 9-11; 1892, **1220**, A., 10.
 Gibara, 1890-91, **1132**, A., 31.
 Gijon, 1886, **152**, A., 11, 12; 1887-8, **520**, A., 20; 1889, **711**, A., 18; 1890, **914**, A., 11, 16; 1891, **1056**, A., 23; 1892, **1195**, A., 15.
 Gioja Tauro, 1885, **174**, A., 44; 1886, 45; 1892, **1244**, A., 13.
 Girgenti, 1888, **576**, A., 41.
 Gothenburg, 1886, **131**, A., 5; 1887, **324**, A., 6; 1888, **524**, A., 6, 7; 1889, **750**, A., 6; 1890, **921**, A., 5; 1891, **1067**, A., 8; 1892, **1247**, A., 4.
 Gotland, 1890-91, **1125**, A., 20.
 Greece, 1889-91, **1112**, A., 15; **1184**, A., 15.
 Greytown, 1889-90, **913**, A., 2.
 Guatemala, **600**, A., 21; 1888-9, **763**, A., 5; 1892, **1245**, A., 5.
 Guayaquil, 1886, **119**, A., 4; 1887, **314**, A., 3, 5; 1888, **496**, A., 3; 1889, **805**, A., 5; 1890, **832**, A., 5; 1890, **951**, A., 6; 1891, **992**, A., 7; **1135**, A., 3; 1892, **1171**, A., 8, 9.
 Hakodate, 1885, **18**, A., 4; 1886, **198**, A., 1, 3, 5; 1887, **402**, A., 6, 7; 1888, **590**, A., 8; 1889, **746**, A., 6; 1890, **935**, A., 16; 1891, **1123**, A., 9.
 Halmstad, 1886, **131**, A., 11; 1887, **324**, A., 11; 1888, **524**, A., 17; 1889, **750**, A., 16; 1890, **931**, A., 14; 1891, **1067**, A., 17; 1892, **1247**, A., 19.
 Hamburg, 1886-87, **429**, A., 13; 1888-9, **829**, A., 17, 18.
 Hammerfest, 1886, **130**, A., 49, 50; 1887, **440**, A., 35; 1888, **605**, A., 32; 1889, **781**, A., 34; 1890, **915**, A., 58; 1891, **1143**, A., 53; 1892, **1272**, A., 52.
 Hango, 1892, **1275**, A., 67.
 Hankow, 1886, **191**, A., 4, 6; 1889, **708**, A., 3; 1889-90, **888**, A., 18; 1890-91, **1044**, A., 19.
 Haugesund, 1886, **130**, A., 34, 35; 1887, **440**, A., 37; 1888, **605**, A., 36; 1889, **781**, A., 36; 1890, **915**, A., 59; 1891, **1143**, A., 54; 1892, **1272**, A., 53.
 Havana, 1885, **10**, A., 9; 1886, **205**, A., 10; 1887, **327**, A., 8; 1888, **609**, A., 23.
 Havre, 1886, **96**, A., 10; 1887, **277**, A., 8; 1888, **486**, A., 8; 1889, **671**, A., 13; 1890, **839**, A., 14; 1891, **999**, A., 8; 1892, **1174**, A., 8.
 Hayti, 1890, **902**, A., 1, 2, 5; 1891, **1058**, A., 9, 10.
 Hekkiari, 1886, **165**, A., 7.
 Helsingberg, 1886, **131**, A., 12; 1887, **324**, A., 13; 1888, **524**, A., 18; 1889, **750**, A., 18; 1890, **931**, A., 16; 1891, **1067**, A., 19; 1892, **1247**, A., 21.
 Helsingfors, 1890, **950**, A., 29; 1891, **1119**, A., 44, 47.
 Hernösand, 1885, **21**, A., 10; 1886, **178**, A., 16.
 Hiogo, 1885, **19**, A., 3, 11, 12; 1886, **123**, A., 3; **208**, A., 1, 2, 13, 14; 1887, **404**, A., 3, 13; 1888, **594**, A., 15; 1888-9, **766**, A., 17; 1890, **947**, A., 12, 26, 27, 29, 30; 1891, **1083**, A., 14, 20, 21; 1892, **1260**, A., 29.
 Hodeidah, 1891, **1102**, A., 5; 1892, **1264**, A., 9.
 Honfleur, 1886, **96**, A., 27, 28; 1887, **277**, A., 24, 25; 1888, **486**, A., 26; 1889, **671**, A., 37; 1890, **839**, A., 33; 1891, **999**, A., 22; 1892, **1174**, A., 24.

Exports—continued.

- Hudiksvall, 1886, **178**, A., 11, 12; 1887, **368**, A., 12; 1888, **568**, A., 14; of 1890-91, **1125**, A., 13; 1892, **1256**, A., 13.
- Huelva, 1886, **162**, A., 8, 15; 1887, **350**, A., 15; 1889, **714**, A., 8; 1890, **895**, A., 10; 1891, **1055**, A., 22; 1892, **1269**, A., 18.
- Hungary, 1887, **512**, A., 1; 1888, **710**, A., 2.
- Ichang, 1884-5, **74**, A., 6-7; 1886, **261**, A., 4, 5; 1887, **470**, A., 2, 4; 1888, **625**, A., 8, 9; 1889, **687**, A., 5; 1890, **858**, A., 4; 1890-91, **1036**, A., 6; 1892, **1211**, A., 5.
- Iloilo, 1885, **6**, A., 7, 8; 1886, **103**, A., 4; 1887, **295**, A., 7; 1888, **494**, A., 6; 1889, **678**, A., 5; 1890, **846**, A., 10; 1891, **1032**, A., 6, 7, 8, 12; 1892, **1289**, A., 28.
- Italy, 1885, **66**, A., 4, 5, 6-21; 1888, **497**, A., 2, 3; 1889, **658**, A., 17; 1890, **840**, A.; 1891, **1008**, A., 2, 7, 12-14.
- Jaffa, 1886, **164**, A., 2, 3; 1887, **363**, A., 4, 5; 1888, **529**, A., 1; 1889, **773**, A., 1; 1890-91, **1023**, A., 5; 1891-92, **1186**, A., 5.
- Janina, 1886-7, **394**, A., 12, 13; 1888, **623**, A., 18; 1889, **822**, A., 27; 1889-90, **962**, A., 18.
- Japan, 1885, **47**, A., 1, 3, 7; (specie) **95**, A., 8, 9, 28; 1886, **200**, A., 1, 2, 3; 1887, **426**, A., 10; 1888, **614**, A., 9; 1889, **797**, A., 13; 1890, **961**, A., 9, 10, 14; 1891, **1118**, A., 17; 1892, **1277**, A., 3-8, 40.
- Java, 1886, **143**, A., 7; 1887, **344**, A., 6; 1888, **532**, A., 9; 1889, **695**, A., 9; 1890, **884**, A., 7; 1890-91, **1029**, A., 9; 1892, **1190**, A., 12.
- Jeddah, 1886, **81**, A., 2; 1887, **256**, A., 2; 1892, **1264**, A., 7.
- Jerez, 1891, **1055**, A., 12.
- Kalmar, 1890-91, **1125**, A., 18; 1892, **1256**, A., 16.
- Kanagawa, 1885, **38**, A., 19, 21, 22; 1886, **219**, A., 10, 12; 1887, **413**, A., 14, 15; 1888, **560**, A., 11, 12; 1889, **754**, A., 21, 34, 35; 1890, **921**, A., 16, 17; 1891, **1084**, A., 17; 1891-2, **1255**, A., 17.
- Kertch, 1886, **115**, A., 16; 1887, **346**, A., 13; 1888, **536**, A., 20; 1889, **675**, A., 20; 1890, **841**, A., 21; 1890-91, **1042**, A., 37; 1892, **1234**, A., 26.
- Kewkiang, 1885-6, **112**, A., 3; 1888, **511**, A., 8; 1889, **704**, A., 4; 1890, **880**, A., 11; 1890-91, **1013**, A., 7.
- Kharput, 1885, **54**, A., 1-4; 1886, **225**, A., 3, 4; 1887, **527**, A., 11; 1888, **527**, A., 13; 1889-90, **930**, A., 20, 23; 1890-91, **1104**, A., 3; 1891-2, **1271**, A., 6.
- Khorassan, 1889-90, **753**, A., 9; 1890-91, **976**, A., 19, 20, 21; 1892, **1268**, A., 14.
- Kieff, 1889-90, **877**, A., 15.
- Kiungchow, 1886, **132**, A., 4; 1887, **297**, A., 5, 6; 1888, **492**, A., 6; 1889, **680**, A., 6; 1890, **898**, A., 12; 1890-91, **1026**, A., 13; 1892, **1199**, A., 15.
- Königsberg, 1885, **50**, A., 1, 8, 9; 1885-87, **422**, A., 6; 1890-91, **1126**, A., 15.
- Kotka, 1889-90, **950**, A., 32; 1891, **1119**, A., 57; 1892, **1275**, A., 70.
- Kragero, 1886, **130**, A., 23; 1887, **440**, A., 39; 1888, **605**, A., 38; 1889, **781**, A., 37; 1890, **915**, A., 61; 1891, **1143**, A., 57; 1892, **1272**, A., 55.
- Kustendjie, **996**, A., 18, 19.
- La Guayra, 1888-9; **723**, A., 6; 1890, **912**, A., 5; 1891, **1074**, A., 2; 1892, **1207**, A., 6.
- Landscrona, 1886, **131**, A., 13; 1887, **324**, A., 14; 1888, **524**, A., 20; 1889, **750**, A., 20; 1890, **931**, A., 18; 1891, **1067**, A., 22; 1892, **1247**, A., 24.

Exports—continued.

- Lanzarote, 1886, **148**, A., 10.
 Laraiche, 1885, **3**, A., 7, 8; 1886, **209**, A., 8; 1887, **360**, A., 11, 12; 1888, **582**, A., 17; 1889, **787**, A., 15; 1890, **955**, A., 19; 1891, **1139**, A., 15.
 La Rochelle, 1886, **214**, A., 11; 1887, **328**, A., 6; 1888, **561**, A., 15; 1889, **736**, A., 13; 1890, **901**, A., 10, 15; 1891, **1045**, A., 15; 1892, **1209**, A., 10.
 Laurium, 1889, **672**, A., 5.
 Laurvig, 1886, **130**, A., 18; 1890, **915**, A., 64; 1891, **1143**, A., 59; 1892, **1272**, A., 56.
 Leghorn, 1886, **109**, A., 1, 2; 1886-88, **701**, A., 19, 21; 1889-92, **1250**, A., 19.
 Le Legué, 1886, **86**, A., 7; 1887, **273**, A., 7; 1888, **505**, A., 9; 1889, **699**, A., 7; 1890, **893**, A., 10; 1890-91, **1039**, A., 8; 1892, **1177**, A., 11.
 Le Mans, 1886, **91**, A., 7; 1887, **271**, A., 6; 1888, **473**, A., 7; **656**, A., 6; 1890, **886**, A., 8; 1891, **1052**, A., 9; 1892, **1270**, A., 10.
 Libau, 1886, **167**, A., 7, 8; 1887, **376**, A., 8, 9; 1888, **516**, A., 7; 1889, **667**, A., 9; 1890, **860**, A., 17; 1891, **1003**, A., 19; 1892, **1172**, A., 22.
 Licata, 1888, **576**, A., 39; 1889, **762**, A., 33; 1890, **949**, A., 33.
 Lingah, 1887-8, **591**, A., 8; **629**, A., 12; 1889, **760**, A., 10; 1890-1, **1092**, A., 9; 1891-2, **1252**, A., 10.
 Lingali, 1889-90, **946**, A., 7.
 Loanda, 1886, **333**, A., 8, 9; 1891, **1069**, A., 2, 19; 1888-91, **1105**, A., 38.
 Lofoden Islands, 1886, **130**, A., 46; 1887, **440**, A., 45; 1888, **605**, A., 42; 1889, **781**, A., 42; 1891, **1143**, A., 63; 1892, **1272**, A., 57.
 L'Orient, 1886, **86**, A., 4, 5; 1887, **273**, A., 8, 9; 1888, **505**, A., 11; 1889, **699**, A., 9; 1890, **893**, A., 12; 1890-91, **1039**, A., 10; 1892, **1177**, A., 12.
 Lota, 1888, **502**, A., 3, 4, 5, 6; 1889, **743**, A., 14.
 Lübeck, 1889, **829**, A., 42.
 Lulea, 1888, **568**, A., 15; 1889, **772**, A., 12.
 Lysekil, 1887-8, **524**, A., 12; 1888-9, **750**, A., 11.
 Macao, 1890, **917**, A., 4, 5.
 Maceio, 1888, **606**, A., 18.
 Madagascar, 1885-6, **201**, A., 2, 10, 13, 14.
 Madeira, 1886, **150**, A., 1; 1887, **401**, A., 3; 1888, **460**, A., 3; 1889, **665**, A., 3; 1890, **847**, A., 4; 1890-91, **1040**, A., 4; 1892, **1226**, A., 7, 9.
 Malaga, 1885-6, **125**, A., 13; 1886-7, **453**, A., 1, 2, 10; 1888, **627**, A., 3; 1889, **802**, A., 8; 1890, **966**, A., 16-18; 1891, **1130**, A., 16; 1892, **1282**, A., 3-14.
 Malmo, 1886, **131**, A., 15; 1887, **324**, A., 16; 1888, **524**, A., 22; 1889, **750**, A., 22; 1890, **931**, A., 21; 1891, **1067**, A., 24; 1892, **1247**, A., 27.
 Mandal, 1886, **130**, A., 28; 1887, **440**, A., 46, 47; 1888, **605**, A., 47; 1889, **781**, A., 43; 1890, **915**, A., 67; 1891, **1143**, A., 66; 1892, **1272**, A., 60.
 Manila, 1885, **6**, A., 5, 6, 7; 1891, **1032**, A., 6, 7, 8; 1892, **1289**, A., 25.
 Maracaibo, 1889, **768**, A., 5; 1886-90, **912**, A., 10, 11, 12, 13, 14; 1891, **1074**, A., 12; 1892, **1207**, A., 12, 13.

Exports—continued.

- Maranham, 1885, **79**, A., 2, 3, 4; 1887-8, **441**, A., 7, 8; 1888-9, **636**, A., 2; 1889, **812**, A., 2; 1890, **977**, A., 2, 3; 1891-2, **1141**, A., 3, 4.
 Marin, 1886-7, **329**, A., 18; 1887-88, **520**, A., 13; 1888-9, **711**, A.
 Mariopol, 1889-90, **841**, A., 17; 1891, **1042**, A., 17, 22; 1892, **1234**, A., 22.
 Marsala, 1886, **239**, A., 18, 19; 1887, **395**, A., 24; 1888, **576**, A., 42, 43; 1889, **762**, A., 36, 37; 1890, **949**, A., 37; 1891, **1117**, A., 37; 1892, **1243**, A., 31.
 Marseilles, 1885-6, **126**, A., 8; 1886-7, **301**, A., 8; 1888, **510**, A., 9; 1889, **698**, A., 9; 1890, **865**, A., 9; 1890-91, **1033**, A., 14; 1892, **1182**, A., 15.
 Marstrand, 1887, **324**, A., 10; 1888, **524**, A., 13; 1889, **750**, A., 12; 1890, **931**, A., 10; 1891, **1067**, A., 14; 1892, **1247**, A., 14.
 Matanzas, 1892, **1213**, A., 12.
 Mazagan, 1886, **181**, A., 13, 15; 1887, **326**, A., 19, 20; 1888, **553**, A., 17; 1889, **712**, A., 15; 1890, **857**, A., 27; 1890-91, **1011**, A., 29; 1892, **1221**, A., 23.
 Mazarron, 1892, **1282**, A., 64.
 Mazatlan, 1890, **965**, A., 23, 24.
 Memel, 1885, **50**, A., 16, 17; 1886-7, **422**, A., 13; 1888-9, **808**, A., 15; 1890-91, **1126**, A., 23.
 Mentone, 1886, **189**, A., 12; 1887, **337**, A., 12; 1888, **550**, A., 10; 1889, **744**, A., 14; 1890, **900**, A., 13; 1891-92, **1198**, A., 21.
 Meshed, 1891-2, **1134**, A., 12.
 Messina, 1887, **395**, A., 18; 1888, **576**, A., 31; 1889, **762**, A., 24; 1890, **949**, A., 26; 1891, **1117**, A., 30; 1892, **1243**, A., 22.
 Mexico, 1881-6, **396**, A., 48, 49; 1885-89, **637**, A., 3.
 Mobile, 1884-6, **92**, A., 10, 11; 1887, **270**, A., 26; 1888, **465**, A., 22; 1889, **649**, A., 15; 1890, **833**, A., 22; 1890-91, **986**, A., 13, 14; 1891-2, **1205**, A., 34.
 Mogador, 1886, **181**, A., 11, 12; 1887, **326**, A., 13, 14; 1888, **553**, A., 12, 13; 1889, **712**, A., 11; 1890, **857**, A., 14; 1890-91, **1011**, A., 20; 1892, **1221**, A., 15.
 Mohammereh, 1890-91, **1092**, A., 19; 1891-92, **1252**, A., 20.
 Molde, 1886, **130**, A., 37; 1887, **440**, A., 48; 1888, **605**, A., 48; 1892, **1272**, A., 64.
 Mollendo, 1886, **118**, A., 2; 1887, **349**, A., 2; 1888, **517**, A., 3; 1890, **879**, A., 3; 1891, **1053**, A., 3.
 Monaco, 1888, **550**, A., 10; 1889, **744**, A., 16; 1890, **900**, A., 20; 1891, **1073**, A., 14; 1892, **1198**, A., 18.
 Monastir, 1888-9, **822**, A., 25.
 Morlaix, 1886, **86**, A., 8; 1887, **273**, A., 5; 1888, **505**, A., 8; 1889, **699**, A., 6; 1890, **893**, A., 9; 1890-91, **1039**, A., 7; 1892, **1177**, A., 9.
 Mosjoen, 1886, **130**, A., 43, 44; 1887-8, **605**, A., 49; 1889, **781**, A., 46; 1890, **915**, A., 68; 1891, **1143**, A., 68; 1892, **1272**, A., 63.
 Moss, 1886, **130**, A., 12; 1887, **440**, A., 51; 1889, **781**, A., 48; 1890, **915**, A., 71; 1891, **1143**, A., 70.
 Mossamedes, 1887, **584**, A., 5; 1888-91, **1105**, A., 38.
 Mouleim to Chiengmow (Siam), 1890, **938**, A., 16.
 Mozambique, **60**, A., 4, 14, 16-21; 1888, **742**, A., 8; 1889-90, **855**, A., 1; 1889-90, **995**, A., 1-5.

Exports—continued.

- Muscat, 1888-9, **629**, A., 23.
 Nagasaki, 1885, **39**, A., 1, 2, 7, 9; 1886, **204**, A., 2, 3, 11, 12; 1887, **403**, A., 2, 9; **589**, A., 10; 1889, **751**, A., 10; 1890, **934**, A., 8; 1891, **1098**, A., 10; 1892, **1253**, A., 10.
 Namsos, 1886, **130**, A., 43; 1887, **440**, A., 53; 1888, **605**, A., 53; 1889, **781**, A., 49; 1890, **915**, A., 73; 1891, **1143**, A., 73; 1892, **1272**, A., 66.
 Nantes, 1886, **214**, A., 5; 1887, **411**, A., 5; 1888, **561**, A., 6; 1889, **736**, A., 6; 1890, **901**, A., 5; 1891, **1045**, A., 5; 1892, **1209**, A., 4.
 Naples, 1886, **174**, A., 19; 1887-8, **615**, A., 12, 13; 1888-9, **784**, A., 12; 1889-90, **953**, A., 12; 1890-91, **1122**, A., 2.
 Nauplia, 1886, **78**, A., 4.
 Netherlands, 1885-89, **940**, A., 5, 6, 7, 8, 12, 14, 15, 16, 18, 19.
 New Caledonia, 1887, **335**, A., 5, 6; 1888, **521**, A., 3; 1889, **758**, A., 5; 1890, **909**, A., 5; 1891, **1091**, A., 4.
 Newchwang, 1885, **13**, A., 4; 1886, **170**, A., 6; 1887, **377**, A., 14-17; 1888, **566**, A., 11, 12; 1889, **716**, A., 6; 1891-2, **1229**, A., 9.
 New Orleans, 1886, **92**, A., 4; 1890, **833**, A., 8; 1891, **986**, A., 9.
 Newport News, 1885, **20**, A., 4, 5; 1886, **215**, A., 4; 1887-88, **463**, A., 14.
 New York, 1886, **182**, A., 16, 17; 1887, **370**, A., 16, 17; 1888, **545**, A., 15, 16; 1889, **747**, A., 15; 1890, **911**, A., 15; 1891, **1080**, A., 16; 1892, **1274**, A., 18.
 Nice, 1886, **189**, A., 9; 1887, **337**, A., 8; 1888, **550**, A., 5; 1889, **744**, A., 7; 1890, **900**, A., 7; 1891, **1073**, A., 8; 1892, **1198**, A., 10.
 Nickerie, 1890, **956**, A., 12.
 Nicolaieff, 1886, **115**, A., 7, 9; 1887, **346**, A., 7, 9; 1888, **536**, A., 13; 1889, **706**, A., 20; 1890, **877**, A., 30; 1890-91, **1024**, A., 12; 1892, **1232**, A., 13.
 Nicopoli, 1890, **936**, A., 54, 55, 56.
 Ningpo, 1886, **161**, A., 4, 5; 1887, **365**, A., 78; 1888, **523**, A., 6, 7; 1889, **775**, A., 2; 1892, **1235**, A., 8.
 Norfolk (Va.), 1888, **463**, A., 11; 1889, **648**, A., 12; 1890, **835**, A., 17; 1891, **1001**, A., 17; 1892, **1176**, A., 13.
 Norway, 1885, **22**, A., 1, 2; 1886, **251**, A., 2, 20; 1887-8, **605**, A., 9; **638**, A., 8; 1888-9, **781**, A., 12; 1890, **915**, A., 18, 19, 20, 24; **942**, A. (Supplementary Report), 3, 4, 5; 1889-91, **1143**, A., 10.
 Novorossisk, 1891, **1027**, A., 13; 1892, **1191**, A., 15.
 Ocos, 1891, **1070**, A., 8.
 Odessa, 1886, **115**, A., 2, 6; **236**, A., 3; 1887, **346**, A., 4; 1888, **536**, A., 7; 1889, **706**, A., 11; 1890, **877**, A., 12; 1890-91, **1024**, A., 7; 1891-2, **1232**, A., 6.
 Oil Rivers Protectorate, 1891, **1063**, A., 3; 1891-2, **1144**, A., 15-18; 1892, **1215**, A., 5.
 Oran, 1891, **1043**, A., 30.
 Osaka, 1886, **123**, A., 3; 1888, **594**, A., 15.
 Oscarshamn, 1886, **178**, A., 14; 1887, **368**, A., 14; 1888, **568**, A., 12; 1889, **772**, A., 11; 1890-91, **1125**, A., 17; 1892, **1256**, A., 18.
 Pakhoi, 1886, **122**, A., 1, 4; 1887, **298**, A., 5, 6; 1888, **593**, A., 6; 1889, **732**, A., 10; 1890, **876**, A., 10; 1890-91, **1037**, A., 9; 1892, **1197**, A., 9.

Exports—continued.

- Palermo, 1886, **239**, A., 14; 1887, **395**, A., 16; 1888, **576**, A., 29; 1889, **762**, A., 22; 1890, **949**, A., 5, 24; 1891, **1117**, A., 29; 1892, **1243**, A., 22.
- Panama, 1890, **971**, A., 9.
- Para, 1885-8, **807**, A., 3; 1889-91, **1136**, A., 5, 6.
- Paraiba, 1886, **179**, A., 8; 1887-88, **606**, A., 12.
- Paraguay, 1888-90, **1006**, A., 8, 23.
- Patras, 1886, **78**, A., 1, 3, 4; 1890-91, **890**, A., 5, 6.
- Pensacola, 1886, **92**, A., 15, 16; 1887, **270**, A., 18, 19; 1888, **465**, A., 14, 15; 1889, **649**, A., 27; 1890, **833**, A., 13, 17; 1890-91, **994**, A., 5; 1891-2, **1205**, A., 16.
- Pernambuco, 1886, **179**, A., 4, 5; 1887, **374**, A., 5, 6; 1888, **606**, A., 8.
- Pernau, 1886, **167**, A., 5; 1887, **376**, A., 5, 6; 1888, **516**, A., 5; 1889, **667**, A., 14; 1890, **860**, A., 23; 1891, **1003**, A., 21; 1892, **1172**, A., 25.
- Persia, 1885, **113**, A., 1; 1891, **1189**, A., 11.
- Philadelphia, 1886, **177**, A., 11; 1890, **964**, A., 14, 16; 1891, **1078**, A., 11.
- Philippine Islands, 1885, **103**, A., 7, 8; 1886, **295**, A., 5, 6; 1887, **494**, A., 4, 5.
- Piræus, 1890-91, **1019**, A., 3, 7.
- Poland, 1886, **128**, A., 1, 2; 1887, **321**, A., 2; **461**, A., 2; 1887-8, **686**, A., 3; 1888-9, **863**, A., 7.
- Porsgrund, 1886, **130**, A., 21; 1889, **781**, A., 53; 1890, **915**, A., 73, 76; 1892, **1272**, A., 70.
- Portland (Oregon), 1886, **186**, A., 19, 20; 1887, **375**, A., 10; 1888, **555**, A., 11; 1889, **718**, A., 15; 1890, **906**, A., 9, 18; 1891, **1086**, A., 20; 1892, **1251**, A., 31.
- Porto Rico, 1886, **238**, A., 6; 1887, **436**, A., 6; 1888, **628**, A., 8; 1889, **816**, A., 6, 7; 1889-90, **968**, A., 6.
- Port Said, 1885-6, **142**, A., 3, 8, 9; **294**, A., 7; 1888-9, **830**, A., 10.
- Port Townsend, 1886, **186**, A., 40, 41; 1887, **392**, A., 7, 8; 1888, **555**, A., 21; 1890, **906**, A., 31; 1891, **1086**, A., 32; 1892, **1251**, A., 65.
- Portugal, 1885, **240**, A., 5; 1886, **160**, A., 1, 2, 5; 1887-8, **544**, A., 5, 19-23; 1888-9, **700**, A., 3-14; 1891, **1075**, A., 8, 20-26; 1891-92, **1257**, A., 15.
- Poti, 1886, **115**, A., 19; 1887, **346**, A., 19; 1888, **536**, A., 27; 1889, **677**, A., 11; 1890, **871**, A., 17; 1890-91, **1027**, A., 15; 1892, **1191**, A., 13.
- Prevesa, 1886-7, **394**, A., 14, 15; 1888, **623**, A., 20, 21; 1888-9, **822**, A., 26; 1890, **962**, A., 17.
- Providence, 1886, **182**, A., 19, 21, 22; 1887, **370**, A., 24; 1888, **545**, A., 20, 21; 1889, **747**, A., 21; 1890, **911**, A., 20; 1891, **1080**, A., 23; 1892, **1274**, A., 25.
- Puerto Cabello, 1885, **43**, A., 1, 3; 1886, **144**, A., 1, 3; 1891, **1074**, A., 4; 1892, **1207**, A., 8.
- Puerto Plata, 1886, **87**, A., 1, 3, 4; 1887, **284**, A., 2; 1889, **729**, A., 2; 1890, **902**, A., 16, 18; 1891, **1058**, A., 9, 10; 1892, **1240**, A., 24.
- Quillimane, 1884-5-6, **414**, A., 7; 1890-91, **1009**, A., 2.
- Rabat, 1885, **3**, A., 11; 1886, **209**, A., 10; 1887, **360**, A., 10, 11; 1888, **582**, A., 22; 1889, **787**, A., 13; 1890, **955**, A., 15; 1891, **1139**, A., 12.

Exports—continued.

- Reggio Calabria, 1890, **953**, A., 24.
 Resht, **113**, A., 10.
 Réunion, 1885, **44**, A., 1, 2; 1886, **207**, A., 1; 1887, **437**, A., 5; 1888, **624**, A., 6.
 Reval, 1884-5, **73**, A., 14; 1885-6, **248**, A., 15; 1889, **777**, A., 40; 1890, **950**, A., 22, 24; 1891, **1190**, A., 51; 1892, **1275**, A., 52.
 Richmond (Va.), 1888, **463**, A., 9; 1889, **648**, A., 15; 1890, **835**, A., 14; 1892, **1176**, A., 18.
 Riga, 1886, **167**, A., 1, 3; 1887, **376**, A., 3, 4; 1888, **516**, A., 3; 1889, **667**, A., 6; 1890, **860**, A., 12; 1891, **1003**, A., 14; 1892, **1172**, A., 17.
 Rio Grande do Norte, 1888, **606**, A., 13.
 Rio Grande do Sul, 1885, **32**, A., 10; 1886, **216**, A., 5; 1888-89, **702**, A., 10; 1885-8, **807**, A., 2.
 Rio Janeiro, 1886, **106**, A., 3, 4; **217**, A., 7; 1887, **265**, A., 7, 8; 1885-8, **807**, A., 2; 1889, **1136**, A., 4.
 Riposto, 1886-7, **395**, A., 21; 1888, **576**, A., 34; 1888-9, **762**, A., 28; 1890, **1117**, A., 25.
 Risör, 1886, **130**, A., 24; 1887, **440**, A., 58; 1888, **605**, A., 59; 1889, **781**, A., 55; 1890, **915**, A., 78; 1891, **1143**, A., 80; 1892, **1272**, A., 69.
 Rome, 1890, **1131**, A., 10.
 Rosario, 1890, **872**, A., 3; 1891, **1028**, A., 3, 9; 1892, **1161**, A., 3.
 Rostov, 1890-91, **1042**, A., 29; 1892, **1234**, A., 21.
 Rotterdam, 1885, **58**, A., 1, 2, 4, 8; 1886, **213**, A., 3, 4, 7, 8.
 Rouen, 1886, **96**, A., 14, 16; 1887, **277**, A., 14; 1888, **486**, A., 18; 1889, **671**, A., 26; 1890, **839**, A., 25.
 Roumania, 1886, **250**, A., 2; 1887, **268**, A., 9; 1888, **475**, A., 4, 8; 1889, **662**, A., 12; 1890, **837**, A., 5, 9; 1892, **1170**, A., 8.
 Roumelia, El., 1884-5, **70**, A., 3, 4; 1886, **185**, A., 3; 1887, **325**, A., 2, 3; 1888, **567**, A., 5, 9-12.
 Roustchouk, 1890, **936**, A., 54, 55, 56.
 Russia, 1879-85, **108**, A., 6; 1884-7, **223**, A., 9-16; 1874-87, **447**, A., 2, 18, 19; 1884-88, **564**, A., 13, 15; 1888-9, **777**, A., 29; 1890, **950**, A., 15, 16, 17; 1892, **1275**, A., 4, 38.
 Saffi, 1886, **181**, A., 16; 1887, **326**, A., 16, 17; 1888, **553**, A., 14, 15; 1889, **712**, A., 18; 1890, **857**, A., 18; 1890-91, **1011**, A., 24; 1892, **1221**, A., 19.
 Sagua la Grande, 1892, **1213**, A., 17.
 Saigon, 1886, **90**, A., 1.
 St. Jago de Cuba, 1883-7, **327**, A., 10.
 St. Louis, 1887, **330**, A., 18, 19.
 St. Malo, 1886, **91**, A., 6; 1887, **271**, A., 5; 1888, **473**, A., 6; 1889, **656**, A., 6; 1890, **886**, A., 6; 1890-91, **1052**, A., 6; 1892, **1270**, A., 8.
 St. Michaels, 1885, **9**, A., 2, 3.
 St. Nazaire, 1886, **214**, A., 14, 15; 1887, **411**, A., 9; 1888, **561**, A., 7; 1889, **736**, A., 8; 1890, **901**, A., 7; 1891, **1045**, A., 8; 1892, **1209**, A., 6.
 St. Petersburg, 1884-5, **73**, A., 11; 1884-87, **564**, A., 14; 1889, **777**, A., 4; 1890, **950**, A., 20; **1119**, A., 6.
 Salonica, 1883-4, **24**, A., 3, 8; 1885, **75**, A., 1, 4, 9, 10; 1886, **254**, A., 6; 1887-88, **623**, A., 13; 1889, **822**, A., 9; 1889-90; **962**, A., 3, 11, 12.

Exports—continued.

- Salvador, 1886-7, **378**, A., 4, 5; 1888, **548**, A., 4; 1889, **749**, A., 6, 7; 1891-2, **1281**, A., 6.
- Samoa, 1890, **885**, A., 2; 1891, **1064**, A., 3, 4.
- Samsoon 1885-6, **135**, A., 10; 1886-7, **342**, A., 11; 1888, **549**, A., 10, 11; 1889, **689**, A., 9; 1890, **878**, A., 10; 1890-91, **1059**, A., 12.
- San Blas, 1890, **965**, A., 27.
- Sandakan, 1880-5, **34**, A., 3, 8.
- San Diego, 1886, **186**, A., 36, 37; 1887, **375**, A., 27; 1888, **555**, A., 34, 35; 1889, **718**, A., 53; 1890, **906**, A., 55; 1891, **1086**, A., 59; 1892, **1251**, A., 95.
- San Francisco, 1886, **186**, A., 11; 1887, **313**, A., 5; 1888, **555**, A., 4, 5; 1889, **718**, A., 7; 1890, **906**, A., 7; 1891, **1086**, A., 4, 5; 1892, **1251**, A., 5.
- San Lucar, 1886, **162**, A., 7; 1890, **895**, A., 5; 1891, **1055**, A., 14.
- San Pedro (Ca.), 1891-2, **1251**, A., 90.
- San Pedro de Macoris, 1891, **1030**, A., 3; 1892, **1240**, A., 17.
- Santa Martha, 1887, **316**, A., 6, 9.
- Santander, 1887, **408**, A., 9; 1888, **612**, A., 7; 1889, **733**, A., 8; 1890, **923**, A., 19; 1891, **1054**, A., 13, 15; 1892, **1278**, A., 17.
- Santo Domingo, 1886, **117**, A., 2, 3; 1888, **482**, A., 2; 1889-90, **928**, A., 4; 1890-91, **1030**, A., 4; 1892, **1240**, A., 17.
- Santo Paolo, 1885-8, **807**, A., 3.
- Santos, 1886, **168**, A., 7, 8; 1887, **315**, A., 6; 1888, **498**, A., 4, 9; 1889, **693**, A., 7; 1891, **1018**, A., 2, 5.
- Sarawak, 1885, **45**, A., 1, 4.
- Sardinia, 1884-5, **51**, A., 4; 1886, **154**, A., 2, 4; 1887, **351**, A., 6, 7; 1888, **586**, A., 4, 6; 1889, **748**, A., 5; 1890, **887**, A., 8, 9; 1890-91, **1049**, A., 3, 7, 8; 1892, **1214**, A., 4, 9.
- Savannah, 1886, **136**, A., 3; 1887, **311**, A., 5; 1888, **531**, A., 3; 1889, **691**, A., 5; 1890, **868**, A., 4; 1891, **1072**, A., 32.
- Scutari (Albania), 1888, **537**, A., 20; 1891, **1099**, A., 26; 1892, **1224**, A., 25.
- Seattle, 1892, **1251**, A., 61.
- Serres, **623**, A., 21; 1890, **962**, A., 15.
- Servia, 1886, **176**, A., 6; 1887-8, **534**, A., 21, 137-174; 1889-90, **1046**, A., 9, 12, 16.
- Sevastopol, 1886, **115**, A., 11, 13; 1887, **346**, A., 11; 1888, **536**, A., 17; 1889, **706**, A., 25; 1890, **877**, A., 25; 1890-91, **1024**, A., 21; 1891-2, **1232**, A., 17.
- Seville, 1886, **162**, A., 12; 1887, **350**, A., 13; 1889, **714**, A., 10; 1890, **895**, A., 11; 1891, **1055**, A., 19; 1892, **1269**, A., 21.
- Shanghai, 1885, **14**, A., 9, 12; 1886, **199**, A., 9, 12; 1887, **387**, A., 14, 17; 1888, **579**, A., 16; 1889, **755**, A., 10; 1890-91, **1101**, A., 30; 1892, **1266**, A., 13, 28.
- Shiraz, 1887-8, **591**, A., 4; **629**, A., 11; 1888-9, **760**, A., 6; 1889-90, **946**, A., 3; 1891, **1092**, A., 7; 1892, **1252**, A., 8.
- Sicily, 1885-6, **239**, A., 2.
- Sidon, 1892, **1279**, A., 15.
- Silistria, 1890, **936**, A., 54, 55, 56.
- Sistov, 1890, **936**, A., 54, 55, 56.
- Skien, 1886, **130**, A., 21; 1887-8, **605**, A., 57; 1889, **781**, A., 53; 1892, **1272**, A., 70.
- Smyrna, 1885, **67**, A., 5, 8, 9; 1886, **175**, A., 3, 4; 1888, **587**, A., 3; 1889, **764**, A., 12; 1890, **894**, A., 5; 1891, **1062**, A., 5; 1892, **1254**, A., 4.

Exports—continued.

Söderhamm, 1885, 21, A., 7; 1886, 178, A., 14; 1887, 368, A., 14; 1888, 568, A., 16; 1889, 772, A., 15; 1890-91, 1125, A., 15; 1892, 1256, A., 15.

Somaliland, 1891-92, 1208, A., 9.

Spain, 1892, 1239, A., 4.

Spezia, 1889, 696, A., 15; 1891, 1025, A., 14.

Stavanger, 1886, 130, A., 33; 1887, 440, A., 60; 1888, 605, A., 61; 1889, 781, A., 57; 1890, 915, A., 81; 1891, 1143, A., 85; 1892, 1272, A., 75.

Stettin, 1886, 211, A., 4, 5; 1887, 449, A., 27, 28; 1888, 547, A., 8, 12; 1889, 682, A., 11, 15; 1890, 882, A., 29, 33; 1890-91, 1014, A., 12, 13, 16; 1115, A., 3; 1892, 1201, A., 11; 1297, A., 5.

Stockholm, 1885, 21, A., 5; 1886, 178, A., 8; 1887, 368, A., 8; 1888, 568, A., 9; 1889, 772, A., 9; 1891, 1125, A., 8; 1892, 1256, A., 8.

Stralsund, 1892, 1201, A., 19; 1297, A., 45.

Stromstad, 1886, 131, A., 7; 1887, 324, A., 7; 1888, 524, A., 9; 1889, 750, A., 9; 1890, 931, A., 8; 1891, 1067, A., 11; 1892, 1247, A., 10.

Suakin, 1886, 82, A., 1-3; 1887, 272, A., 3, 4; 1888, 562, A., 3; 1889, 707, A., 4; 1890, 869, A., 5; 1891, 988, A., 4; 1892, 1206, A., 14.

Suez, 1884-5, 84, A., 1, 2; 1887, 485, A., 15; 1888, 684, A., 9.

Sulina, 1889, 837, A., 9; 1890, 996, A., 9; 1892, 1170, A., 9.

Sundsvall, 1885, 21, A., 9; 1886, 178, A., 17; 1887, 368, A., 16; 1888, 568, A., 13; 1889, 772, A., 13; 1890-91, 1125, A., 10; 1892, 1256, A., 10.

Swatow, 1886, 183, A., 7; 1887, 304, A., 6, 7; 1888, 495, A., 9; 1889, 681, A., 9; 1890, 850, A., 11; 1890-91, 1032, A., 11; 1891-92, 1202, A., 12.

Sweden, 1880-4, 62, A., 1, 2, 6, 7, 8; 1888-92, 1156, A., 6.

Swinemünde, 1888, 547, A., 10; 1889, 682, A., 13; 1890, 982, A., 31, 34; 1890-91, 1014, A., 14, 17; 1892, 1201, A., 13.

Switzerland, 1885, 57, A., 1, 2, 15-35; 1889, 791, A., 16; 1890, 967, A., 3, 9, 13; 1891, 1129, A., 16, 21.

Syra, 1885, 37, A., 3, 5; 1886, 193, A., 4, 5, 7; 1887, 418, A., 4; 1888, 557, A., 4, 5; 1889, 673, A., 4; 1890, 866, A., 4; 1891, 1051, A., 4, 6; 1892, 1204, A., 3.

Syracuse, 1888, 576, A., 38; 1889, 762, A., 30; 1890, 949, A., 30; 1892, 1243, A., 25.

Tabreez, 1885, 69, A., 3; 1886-7, 241, A., 5; 1887-8, 445, A., 6; 1888-9, 611, A., 3; 1889-90, 798, A., 7.

Tacoma, 1892, 1251, A., 55.

Taganrog, 1886, 80, A., 4, 13,* 1887, 263, A., 10; 1888, 491, A., 15; 1889, 675, A., 15; 1890, 841, A., 16; 1890-91, 1042, A., 21; 1892, 1234, A., 21.

Tahiti, 1885, 36, A., 1, 2; 1886, 151, A., 4; 1887, 221, A., 1; 319, A., 6; 1888, 602, A., 3; 635, A., 4; 1888-9, 759, A., 4; 1890, 904, A., 1, 5; 1891, 1065, A., 3, 5.

Tainan, 1886, 156, A., 9; 1887, 332, A., 2, 4; 1888, 518, A., 8; 1889, 703, A., 7; 1891, 1061, A., 3; 1892, 1192, A., 11.

* Error in value in last column, that opposite flour represents oilcake.

..	"	tallow	"	flour.
"	"	oilcake	"	tallow.

Exports—continued.

- Tamsui, 1882-6, **124**, A., 5; 1887, **283**, A., 1; 1888, **575**, A., 7; 1889, **679**, A., 6; 1890, **920**, A., 7; 1891, **1093**, A., 10.
- Tangier, 1885, **3**, A., 5, 6; 1886, **209**, A., 2, 7; 1887, **360**, A., 8; 1888, **582**, A., 10; 1889, **787**, A., 8; 1890, **955**, A., 12; 1891, **1139**, A., 7.
- Taranto, 1887, **397**, A., 29, 30; 1889, **741**, A., 13; 1890, **907**, A., 17; 1891, **1079**, A., 3, 22; 1892, **1248**, A., 23.
- Tarragona, 1886, **97**, A., 30, 31; 1887, **274**, A., 23, 24; 1888, **489**, A., 25, 26; 1889, **692**, A., 30; 1890, **924**, A., 29; 1891, **1060**, A., 18; 1892, **1225**, A., 35.
- Temriuk, 1887, **263**, A., 12; 1888, **491**, A., 16; 1889, **675**, A., 16; 1890, **841**, A., 19; 1890-91, **1042**, A., 24.
- Teneriffe, 1885, **5**, A., 3; 1886, **148**, A., 3, 4, 6; 1888, **581**, A., 5; 1889, **757**, A., 2; 1890, **957**, A., 1; 1891, **1120**, A., 7; 1892, **1296**, A., 5.
- Terceira, 1885, **9**, A., 7.
- Tetuan, 1885, **3**, A., 9; 1886, **209**, A., 11; 1887, **360**, A., 14; 1888, **582**, A., 12; 1889, **787**, A., 17; 1890, **955**, A., 21; 1891, **1139**, A., 16.
- Texas, 1888, **458**, A., 2; 1890, **823**, A., 10.
- Tientsin, 1885, **15**, A., 8, 2, 6; 1886, **190**, A., 5, 7; 1888, **539**, A., 3; 1889, **725**, A., 4; 1892, **1258**, A., 12.
- Tokio, 1889-90, **947**, A., 19.
- Tonga, 1888, **601**, A., 3; 1890, **993**, A., 4, 5, 10, 11; 1891, **1137**, A., 4, 9.
- Tonnay-Charente, 1886, **214**, A., 7; 1887, **411**, A., 7; 1888, **561**, A., 18; 1889, **736**, A., 17; 1890, **901**, A., 16, 19; 1891, **1045**, A., 16, 17; 1892, **1209**, A., 12.
- Tönsberg, 1887, **440**, A., 68; 1888, **605**, A., 69; 1889, **781**, A., 61; 1890, **915**, A., 92; 1891, **1143**, A., 96; 1892, **1272**, A., 77.
- Torre Vieja, 1890, **924**, A., 33.
- Trapani, 1886, **239**, A., 20, 21; 1887, **395**, A., 26, 27; 1888, **576**, A., 45; 1889, **762**, A., 38; 1890, **949**, A., 40; 1891, **1117**, A., 42; 1892, **1243**, A., 35.
- Trebizond, 1885-6, **135**, A., 6, 9; 1886-7, **342**, A., 1, 7; 1888, **549**, A., 5, 8; 1889, **689**, A., 5; 1890, **878**, A., 7; 1890-91, **1059**, A., 8; 1892, **1173**, A., 7.
- Trieste, 1885, **55**, A., 3, 5, 6, 8; 1886, **233**, A., 2, 4; 1887, **430**, A., 2; 1888, **607**, A., 10; 1889, **836**, A., 7, 8, 15; 1890-91, **1145**, A., 3, 9, 14; 1891-92, **1292**, A., 17.
- Tripoli (Africa), 1886, **89**, A., 3, 4; 1887, **267**, A., 2, 3; 1888, **476**, A., 3; 1889, **653**, A., 4; 1890, **849**, A., 3; 1890-91, **1022**, A., 4.
- Tripoli (Asia), 1890, **908**, A., 5, 7; 1892, **1279**, A., 14.
- Tromsø, 1886, **130**, A., 48; 1887, **440**, A., 65; 1888, **605**, A., 67; 1890, **915**, A., 39; 1892, **1272**, A., 80.
- Trouville, 1886, **96**, A., 24, 25; 1887, **277**, A., 26, 27; 1888, **486**, A., 28; 1889, **671**, A., 40; 1890, **839**, A., 36.
- Truxillo, 1886, **107**, A., 2; 1887, **364**, A., 3.
- Tunis, 1886, **206**, A., 8; 1887, **383**, A., 13; 1888, **608**, A., 3; 1889, **785**, A., 7; 1890, **932**, A., 11; 1891, **1109**, A., 14; 1892, **1293**, A., 12.
- Turkey, 1884-6, **197**, A., 3; 1887-90, **929**, A., 2, 3; **945**, A., 3; 1889, **1099**, A., 4.
- Tyre, 1889-90, **908**, A., 7; 1892, **1279**, A., 15.

Exports—continued.

- Uddevalla, 1886, **131**, A., 9; 1887, **324**, A., 9; 1888, **524**, A., 11;
 1889, **750**, A., 10; 1890, **931**, A., 9; 1891, **1067**, A., 12;
 1892, **1247**, A., 12.
 Uleaborg, 1892, **1275**, A., 71.
 United States, 1889, **731**, A., 17; 1890, **913**, A., 3; 1881-92,
1157, A.
 Uruguay, 1885, **129**, A., 2; 1885-89, **794**, A., 3, 12; 1889-92,
1124, A., 8, 10, 11, 17, 37; 1891-92, **1294**, A., 4-9.
 Vadsö, 1886, **134**, A., 52, 53; 1887, **440**, A., 72; 1888, **605**,
 A., 73; 1889, **781**, A., 67; 1890, **915**, A., 97; 1891, **1143**, A., 98.
 Valencia, 1888, **489**, A., 16; 1889, **692**, A., 19; 1890, **924**, A.,
 19; 1891, **1060**, A., 10; 1892, **1225**, A., 24.
 Valparaiso, 1884-5, **120**, A., 3, 4, 7.
 Van, 1886, **165**, A., 4, 5; 1887-8, **527**, A., 8; 1888-89, 1889-90,
930, A., 11, 13; 1890-91, **1050**, A., 9; 1892, **1271**, A., 2.
 Vardö, 1886, **130**, A., 51; 1887, **440**, A., 70; 1888, **605**, A., 71;
 1889, **781**, A., 64; 1890, **915**, A., 96; 1891, **1143**, A., 101.
 Varna, 1884-5, **1**, A., 6; 1889, **752**, A., 58; 1890, **936**, A., 44, 45,
 46, 47; 1891, **1110**, A., 48.
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- Fairness of officials in regard to claims, **525**, A., 17.
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- Abo, **950**, A., 31.
- Aguilas, **125**, A., 7; **627**, A., 14; **966**, A., 19.
- Ajaccio, **353**, A., 2.
- Alexandria, **585**, A., 2; **767**, A., 3; **944**, A., 9; **1113**, A., 5; **1276**, A., 5.
- Algeria, **249**, A., 6; **669**, A., 17, 19; **1043**, A., 13, 23.
- Alicante, **924**, A., 26.
- Almeria, **125**, A., 7; **627**, A., 8, 12; **1130**, A., 26; **1282**, A., 22.
- Amoy, **890**, A., 7.
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- Archangel, 950, 35.
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- Trade of 1890, 867, A., 4; of 1891, 1102, A., 5; of 1892, 1264,
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- Azores, 1885, 9, A., 2.
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- Boston, 1886, **110**, A., 6; 1887, **312**, A., 5; 1888, **499**, A., 5; 1889-90, **843**, A., 6; 1890-91, **1015**, A., 8; **1076**, A., 23; 1892, **1181**, A., 9.
- Boulogne, 1886, **127**, A., 12, 23; 1887, **300**, A., 2, 25; 1888, **490**, A., 2, 18; 1889, **697**, A., 20; 1890, **859**, A., 26; 1891-92, **1167**, A., 28.
- Bourgas, 1886, **185**, A., 5, 8, 9; 1887, **325**, A., 8; 1888, **558**, A., 9; **645**, A., 5; 1889, **752**, A., 64; 1890, **936**, A., 27, 30, 35, 39, 42; 1891, **1110**, A., 32.
- Braila, 1890, **837**, A., 13; 1891, **996**, A., 11.
- Brazil, 1885-8, **807**, A., 1.
- Bremen, 1886-7, **429**, A., 32, 34; 1888-9, **829**, A., 23, 33.
- Brest, 1886, **86**, A., 3; 1887, **273**, A., 3, 4; 1888, **505**, A., 7; 1889, **699**, A., 5; 1890, **893**, A., 7; 1890-91, **1039**, A., 6; 1892, **1177**, A., 8.
- Brevig, 1890, **915**, A., 32; 1891, **1143**, A., 31; 1892, **1272**, A., 33.
- Brindisi, 1885, **174**, A., 33; 1886, 36, 37; 1887, **397**, A., 23; 1888, **615**, A., 16; 1889, **741**, A., 6; 1890, **907**, A., 7; 1891, **1079**, A., 3, 10; 1892, **1248**, A., 4, 11.
- Bulgaria, 1885-6, **237**, A., 6; 1887, **442**, A., 5, 6; 1889, **752**, A., 12, 51; 1890, **936**, A., 5, 6, 8, 10, 11, 12, 13, 14, 51, 52, 53; 1887-91, **1110**, A., 7, 13, 40; 1877-91, **264**, M.
- Bulhar (see Berbera).
- Bunder Abbas, 1887-8, **591**, A., 10; **629**, A., 16; 1888-9, **760**, A., 11; 1889-90, **946**, A., 10; 1890-91, **1092**, A., 12; 1892, **1252**, A., 14.
- Burriana, 1888, **489**, A., 17; 1889, **692**, A., 20; 1891, **1060**, A., 12.
- Bushire, 1885, **29**, A., 1, 3, 4; **113**, A., 12; 1886, **166**, A., 4; 1887-8, **591**, A., 5; **629**, A., 6; 1889, **760**, A., 7; 1890, **946**, A., 5; 1891, **1092**, A., 5, 23; 1892, **1252**, A., 7.
- Bussorah, 1887, **348**, A., 5; 1888-9, **719**, A., 4; 1890, **921**, A., 3; 1891, **1142**, A., 16.
- Cadiz, 1886, **162**, A., 12; 1887, **350**, A., 12; 1890, **895**, A., 2.
- Caen, 1886, **96**, A., 22, 23; 1887, **277**, A., 21; 1888, **486**, A., 23; 1889, **671**, A., 34; 1890, **839**, A., 31; 1891, **999**, A., 18; 1892, **1174**, A., 22.
- Calais, 1886, **127**, A., 3, 24; 1887, **300**, A., 2, 27; 1888, **490**, A., 3, 20; 1889, **697**, A., 21; 1890, **859**, A., 25; 1891, **1076**, A., 2, 21; 1892, **1167**, A., 4, 26.
- Caldera, 1889, **743**, A., 3.
- Callao, 1888, **488**, A., 3; 1889, **728**, A., 6; 1891, **1016**, A., 4.
- Cannes, 1886, **189**, A., 10; 1887, **337**, A., 9; 1888, **550**, A., 6; 1889, **744**, A., 9; 1890, **900**, A., 16; 1891, **1073**, A., 11; 1892, **1198**, A., 14.
- Canton, 1885, **12**, A., 12, 13; 1886, **224**, A., 9; 1887, **415**, A., 10; 1888, **574**, A., 12, 14; 1889, **770**, A., 11; 1891, **1107**, A., 8; 1892, **1282**, A., 7.
- Cardenas, 1892, **1213**, A., 15.
- Carlsrona, 1886, **131**, A., 17; 1887, **324**, A., 18; 1888, **524**, A., 26; 1889, **750**, A., 26; 1890, **931**, A., 25; 1891, **1067**, A., 28; 1892, **1247**, A., 30.
- Carthagera (Republic of Colombia), 1886, **116**, A., 1; 1887, **316**, A., 2; 1889, **790**, A., 12; 1890, **971**, A., 18.
- Carthagera (Spain), 1890, **966**, A., 28

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- Castellamare, 1884-5, **174**, A., 42; 1886, 43; 1887, **397**, A., 28; 1888, **615**, A., 31; 1889, **784**, A., 18; 1891, **1122**, A., 28; 1892, **1244**, A., 14.
- Cataluña, 1886, **97**, A., 7.
- Catania, 1886, **239**, A., 17; 1887, **395**, A., 20; 1888, **576**, A., 33; 1889, **762**, A., 25; 1890, **1117**, A., 20; 1891, **1117**, A., 32.
- Cavalla, 1885, **75**, A., 7, 13; 1886-7, **394**, A., 12; 1888, **623**, A., 18; 1889, **822**, A., 21; 1890, **962**, A., 14.
- Ceara, 1886, **179**, A., 12; 1887, **374**, A., 13, 14.
- Cebu, 1885, **6**, A., 8; 1886, **103**, A., 5, 6; 1887, **295**, A., 9; 1888, **494**, A., 8; 1889, **678**, A., 8; 1890, **846**, A., 12; 1891, **1032**, A., 18; 1892, **1289**, A., 31.
- Cephalonia, 1885, **17**, A., 7; 1887-88, **598**, A., 4.
- Charleston, 1886, **88**, A., 7; 1887, **296**, A., 8; 1888, **515**, A., 5; 1889, **668**, A., 8.
- Chefoo, 1885, **40**, A., 2, 5; 1886, **203**, A., 1, 2, 7, 8; 1887, **366**, A., 6, 7; 1888, **599**, A., 5, 6; 1889, **780**, A., 7; 1890, **926**, A., 3, 4, 5, 9; 1891, **1066**, A., 3, 5; 1892, **1187**, A., 3, 5.
- Cherbourg, 1886, **91**, A., 3; 1887, **271**, A., 3; 1888, **473**, A., 3; 1889, **656**, A., 3; 1890, **886**, A., 5.
- Chicago, 1886, **140**, A., 5, 6, 16; 1887, **330**, A., 14, 15; 1888, **570**, A., 6; 1889, **739**, A., 7; 1890, **892**, A., 18, 19; 1891, **1103**, A., 18; 1892, **1233**, A., 18.
- Chiangmai, **1087**, A., 11.
- Chile, 1886, **369**, A., 4; 1885-6, **385**, A., 3-16.
- China, treaty ports, 1884-5, **41**, A., 3.
- Chinkiang, 1886, **173**, A., 20, 21; 1887, **373**, A., 19, 21; 1888, **592**, A., 5; 1889, **717**, A., 5; 1890, **905**, A., 1, 2, 6; 1891-92, **1228**, A., 2, 9.
- Christiania, 1885, **22**, A., 1; 1886, **130**, A., 8; 1887, **440**, A., 9; 1890, **915**, A., 23; 1891, **1143**, A., 22; 1892, **1272**, A., 22.
- Christiansand, 1886, **130**, A., 27; 1887, **440**, A., 21.
- Christiansund, 1886, **130**, A., 39; 1887-8, **605**, A., 21; 1888-9, **781**, A., 22; 1890, **915**, A., 38; 1891, **1143**, A., 36; 1892, **1272**, A., 36.
- Chungking, 1891, **1097**, A., 7; 1892, **1230**, A., 14.
- Civita Vecchia, 1887, **388**, A., 9; 1888, **633**, A., 22; 1890, **1131**, A., 32.
- Colombia (Republic of), 1887, **456**, A., 14, 15, 16; 1888-91, **1148**, A., 8.
- Colombian Ports, 1889, **804**, A., 11, 12.
- Colon, 1889, **790**, A., 18; 1890, **971**, A., 10.
- Constantinople, 1887-8, **537**, A., 2; 1891-92, **1224**, A., 5.
- Coquimbo, 1886, **145**, A., 2; 1887, **514**, A., 6; 1888-9, **685**, A., 5.
- Corea, 1885, **61**, A., 1, 6, 7; 1886, **218**, A., 5, 6, 7; 1887, **372**, A., 6, 7; 1888, **565**, A., 10, 11; 1889, **740**, A., 10; 1890, **918**, A., 9; 1891, **1088**, A., 6, 14; 1892, **1227**, A., 13.
- Corfu, 1885, **17**, A., 2, 3, 5.
- Corunna, 1886, **152**, A., 7, 8; 1887, **329**, A., 7, 8; 1888, **520**, A., 10; 1889, **711**, A., 5; 1890, **914**, A., 2, 3, 8; 1891, **1056**, A., 12; 1892, **1195**, A., 8.
- Costa Rica, 1885, **27**, A., 1; 1886, **121**, A., 3; 1887, **317**, A., 3; 1888, **522**, A., 6; 1889, **694**, A., 2; 1891, **1031**, A., 4; 1892, **1219**, A., 7.
- Crete, 1885, **56**, A., 3, 11, 12.
- Cuba, 1886, **205**, A., 10.

Imports—continued.

- Cullera, 1889, **692**, A., 22; 1890, **924**, A., 24; 1891, **1060**, A., 11; 1892, **1225**, A., 28.
- Damascus, 1886, **99**, A., 4; 1887, **417**, A., 3; 1888, **538**, A., 4, 5; 1889, **690**, A., 4; 1890-91, **1121**, A., 7; 1892, **1261**, A., 7.
- Dantzig, 1885, **50**, A., 11; 1888-9, **808**, A., 7; 1890-91, **1126**, A., 8.
- Dar-el-Baida, 1886, **181**, A., 20, 21; 1887, **326**, A., 23; 1888, **553**, A., 23; of 1889, **712**, A., 24; of 1890, **857**, A., 22; 1890-91, **1011**, A., 33; 1892, **1221**, A., 29.
- Delagoa Bay, 1890, **855**, A., 18, 19; 1890-91, **995**, A., 8, 9.
- Denia, 1891, **1060**, A., 20.
- Denmark, 1883-7, **471**, A., 6; 1888, **639**, A., 8; 1889, **814**, A., 2; 1889-90, **973**, A., 2, 4.
- Denver, 1887, **330**, A., 26; 1888, **570**, A., 18; 1889, **739**, A., 22, 23; 1890, **892**, A., 35, 36; 1891, **1103**, A., 48.
- Diarbekir, 1885, **30**, A., 6; 1886, **212**, A., 5, 6; 1887, **386**, A., 3, 4; 1888, **527**, A., 16, 17; 1889-90, **930**, A., 17; 1890-91, **1050**, A., 13; 1892, **1242**, A., 8.
- Dieppe, 1886, **96**, A., 32; 1887, **277**, A., 31; 1888-9, **671**, A., 48; 1889-90, **839**, A., 45; 1890-91, **999**, A., 38; 1892, **1174**, A., 39.
- Drammen, 1886, **130**, A., 15; 1887, **440**, A., 24; 1888, **605**, A., 22; 1889, **781**, A., 23; 1890, **915**, A., 42; 1891, **1143**, A., 38; 1892, **1272**, A., 40.
- Drobak, 1890, **915**, A., 42; 1891, **1143**, A., 40; 1892, **1272**, A., 41.
- Drontheim, 1886, **130**, A., 41; 1887, **440**, A., 63; 1888, **605**, A., 64; 1889, **781**, A., 59; 1890, **915**, A., 86, 87; 1891, **1143**, A., 91; 1892, **1272**, A., 82.
- Dunkirk, 1886, **127**, A., 18; 1887, **300**, A., 21, 22; 1888, **506**, A., 7; 1889, **734**, A., 7; 1890, **919**, A., 7; 1891, **1094**, A., 6; 1892, **1237**, A., 7.
- Durazzo, 1888, **537**, A., 21.
- Dutch Guiana, 1887, **410**, A., 4; 1888, **583**, A., 4; 1889, **737**, A., 5; 1890, **956**, A., 7, 8.
- Ecuador, 1889-90, **951**, A., 5; 1890-91, **1146**, A., 3, 4.
- Egersund, 1886, **130**, A., 31; 1887, **440**, A., 24; 1889, **781**, A., 24; 1890, **915**, A., 44; 1891, **1143**, A., 41; 1892, **1272**, A., 42.
- Egypt, 1883-92, **1276**, A., 2.
- Elba, 1891-92, **1250**, A., 33.
- Erzeroum, 1885, **30**, A., 1-4; 1886, **212**, A., 3, 4; 1887-8, **527**, A., 3, 4, 5; 1889-90, **930**, A., 4, 5; 1890-91, **1050**, A., 5, 6; 1892, **1242**, A., 5.
- Eupatoria, 1888, **536**, A., 15; 1889, **706**, A., 22.
- Eureka (California), 1887, **392**, A., 12; 1888, **555**, A., 38; 1889, **718**, A., 55.
- Fahrsund, 1887, **440**, A., 24, 27; 1888, **605**, A., 24; 1889, **781**, A., 26; 1890, **915**, A., 46; 1891, **1143**, A., 42; 1892, **1272**, A., 43.
- Fayal, 1885, **9**, A., 5, 6.
- Fécamp, 1886, **96**, A., 29; 1887, **277**, A., 29; 1888, **486**, A., 29, 30; 1889, **671**, A., 41; 1890, **839**, A., 38; 1890-91, **999**, A., 27; 1892, **1174**, A., 29.
- Ferrol, 1886, **152**, A., 14; 1887, **329**, A., 16, 17; 1888, **520**, A., 23; 1889, **711**, A., 25; 1890, **914**, A., 25; 1891, **1056**, A., 27; 1892, **1195**, A., 28.
- Fiji, 1885, **25**, A., 4, 7; 1886, **158**, A., 5, 6; 1887, **405**, A., 4.

Imports—continued.

- Finland, 1885-6, **248**, A., 13; 1887, **447**, A., 27; 1892, **1275**, A., 60.
 Fiume, 1885, **68**, A., 1, 4; 1886, **141**, A., 8; **244**, A., 2, 3, 5;
 1887, **320**, A., 7; **450**, A., 2, 3, 8; 1888, **552**, A., 8, 11;
 1889, **705**, A., 8; 1890, **883**, A., 9, 21, 22; 1891, **1047**, A.,
 10, 13, 15; 1892, **1249**, A., 13.
 Flekkefjord, 1886, **130**, A., 31; 1887, **440**, A., 29; 1888, **605**,
 A., 27; 1889, **781**, A., 27; 1890, **915**, A., 50; 1891, **1143**,
 A., 46; 1892, **1272**, A., 46.
 Foochow, 1886, **157**, A., 3, 4, 9, 10; 1886-87, **331**, A., 9, 10;
 1887-8, **526**, A., 8, 9; 1888-9, **726**, A., 11; 1889-90; **897**,
 A., 10, 11; 1890-91, **1038**, A., 12; 1892, **1216**, A., 10.
 France, 1885, **63**, A., 1, 3, 4, 5; 1886, **85**, A., 3, 5, 9, 11; **246**,
 A., 15; 1887, **258**, A., 7; 1888, **462**, A., 3, 4; 1890-91,
981, A., 3; 1892, **1158**, A., 5.
 Frankfort, 1886-8, **573**, A., 3; 1888-90, **937**, A., 3, 4, 5.
 Frederickshald, 1885-6, **130**, A., 14; 1888, **605**, A., 29; 1889,
781, A., 30; 1890, **915**, A., 52; 1891, **1143**, A., 48; 1892,
1272, A., 47.
 Galatz, 1886, **93**, A., 3; 1888, **475**, A., 4; 1891, **996**, A., 4.
 Gallipoli (Italy), 1885, **174**, A., 23, 24; 1886, 28, 29; 1887, **397**,
 A., 19; 1888, **615**, A., 23; 1889, **741**, A., 10; 1890, **907**,
 A., 14; 1891, **1079**, A., 3, 18; 1892, **1248**, A., 19.
 Galveston, 1891, **989**, A., 15, 16; 1892, **1164**, A., 11.
 Gandia, 1890, **924**, A., 31.
 Garrucha, 1889, **802**, A., 13; 1890, **966**, A., 29, 30.
 Gefle, 1885, **21**, A., 6, 7; 1886, **178**, A., 9; 1887, **368**, A., 10;
 1888, **568**, A., 10; 1889, **772**, A., 11; 1890-91, **1125**, A.,
 12; 1892, **1256**, A., 12.
 Genoa, 1885-6, **134**, A., 11; 1887, **308**, A., 13; 1888, **507**, A.,
 16; 1889, **696**, A., 19; 1890, **862**, A., 21; 1891, **1025**, A.,
 4, 17.
 Germany (Customs Union), 1887-9, **761**, A., 3; 1892, **1241**, A.,
 15, 16.
 Ghent, 1890, **856**, A., 10; 1891, **1041**, A., 8, 11; 1892, **1220**,
 A., 9, 11.
 Gijon, 1886, **152**, A., 10; 1887-8, **520**, A., 20; 1889, **711**, A., 18;
 1890, **914**, A., 11, 16; 1891, **1056**, A., 22; 1892, **1195**,
 A., 16.
 Gioja Tauro, 1885, **174**, A., 45; 1886, 45.
 Girgenti, 1888, **576**, A., 41.
 Gothenburg, 1886, **131**, A., 6; 1887, **324**, A., 6; 1888, **524**, A., 8;
 1889, **750**, A., 7; 1890, **931**, A., 6; 1891, **1067**, A., 8; 1892,
1247, A., 6, 7, 8.
 Gotland, 1890-91, **1125**, A., 20.
 Greece, 1889-91, **1112**, A., 15; **1184**, A., 15.
 Greytown, 1889-90, **913**, A., 1.
 Guatemala, **600**, A., 21; 1888-9, **763**, A., 6; 1892, **1245**, A., 5.
 Guayaquil, 1891, **992**, A., 8; **1135**, A., 2.
 Hakodate, 1885, **18**, A., 1, 4; 1886, **198**, A., 5; 1887, **402**, A., 6, 7;
 1888, **590**, A., 8; 1889, **746**, A., 5; 1890, **935**, A., 16;
 1891, **1123**, A., 9.
 Halmstad, 1886, **131**, A., 11; 1887, **324**, A., 11; 1888, **524**, A., 17;
 1889, **750**, A., 16; 1890, **931**, A., 14; 1891, **1067**, A., 18;
 1892, **1247**, A., 19.
 Hamburg, 1886-7, **429**, A., 15; 1889-90, **829**, A., 16, 18.

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- Hammerfest, 1886, **130**, A., 49, 50; 1887, **440**, A., 35; 1888, **605**, A., 32; 1889, **781**, A., 34; 1890, **915**, A., 58; 1891, **1143**, A., 53; 1892, **1272**, A., 52.
- Hango, 1892, **1275**, A., 68.
- Hankow, 1886, **191**, A., 5, 6; 1888-89, **708**, A., 4; 1889-90, **888**, A., 19, 20; 1890-91, **1044**, A., 18; 1892, **1231**, A., 13.
- Haugesund, 1886, **130**, A., 34, 35; 1887, **440**, A., 37; 1888, **605**, A., 36; 1889, **781**, A., 36; 1890, **915**, A., 60; 1891, **1143**, A., 55; 1892, **1272**, A., 53.
- Havana, 1885, **10**, A., 9; 1887-8, **609**, A., 24.
- Havre, 1886, **96**, A., 9, 10; 1887, **277**, A., 8; 1888, **486**, A., 7; 1889, **671**, A., 12; 1890, **839**, A., 14; of 1891, **999**, 7, 8; 1892, **1174**, A., 8.
- Hawaii, 1875-89, **738**, A., 4.
- Hayti, 1890, **902**, A., 1, 2, 5; 1891, **1058**, A., 9, 10.
- Hekkiari, 1886, **165**, A., 6, 7.
- Helsingborg, 1886, **131**, A., 12; 1887, **324**, A., 13; 1888, **524**, A., 19; 1889, **750**, A., 18; 1890, **931**, A., 16; 1891, **1067**, A., 20; 1892, **1247**, A., 21.
- Helsingfors, 1889-90, **950**, A., 29; 1891, **1119**, A., 44, 47.
- Hernösand, 1885, **21**, A., 11; 1886, **178**, A., 16.
- Hiogo, 1885, **19**, A., 2, 11; 1886, **123**, A., 2; **208**, A., 1, 2, 11, 12; 1887, **404**, A., 2, 12; 1888, **594**, A., 13, 14; 1888-9, **766**, A., 16; 1890, **947**, A., 3, 4, 5, 22, 23, 24, 25; 1891, **1083**, A., 12, 19, 21; 1892, **1260**, A., 27.
- Hodeidah, 1891, **1102**, A., 5; 1892, **1264**, A., 9.
- Honfleur, 1886, **96**, A., 27, 28; 1887, **277**, A., 24, 25; 1888, **486**, A., 26; 1889, **671**, A., 37; 1890, **839**, A., 33; 1891, **999**, A., 22; 1892, **1174**, A., 24.
- Hudiksvall, 1886, **178**, A., 12; 1887, **368**, A., 12; 1888, **568**, A., 14; 1890-91, **1125**, A., 14; 1892, **1256**, A., 13.
- Huelva, 1886, **162**, A., 8, 15; 1887, **350**, A., 8, 15; 1889, **714**, A., 9; 1890, **895**, A., 10; 1891, **1055**, A., 22; 1892, **1269**, A., 14.
- Hungary, 1887, **512**, A., 1; 1888, **710**, A., 2; 1892, **1273**, A.
- Ibraila. (See Braila.)
- Ichang, 1884-5, **74**, A., 6, 7; 1886, **261**, A., 4, 5; 1887, **470**, A., 3, 5; 1888, **625**, A., 8, 9; 1889, **687**, A., 4; 1890, **858**, A., 4; 1890-91, **1036**, A., 6; 1892, **1211**, A., 5.
- Iloilo, 1886, **103**, A., 4; 1887, **295**, A., 7; 1888, **494**, A., 7; 1889, **678**, A., 6; 1890, **846**, A., 10; 1891, **1032**, A., 12; 1892, **1289**, A., 28.
- Italy, 1885, **66**, A., 3-21; 1888, **497**, A., 1; 1889, **658**, A., 14; 1890, **840**, A.; 1891, **1008**, A., 2, 7-11.
- Jaffa, 1886, **164**, A., 3; 1887, **363**, A., 4, 5; 1888, **529**, A., 2; 1889, **773**, A., 2; 1890-91, **1023**, A., 6; 1891-92, **1186**, A., 5.
- Janina, 1886-7, **394**, A., 13; 1888, **623**, A., 19; 1889, **822**, A., 28; 1889-90, **962**, A., 18.
- Japan, 1885, **47**, A., 1, 2, 6; **7**, M., 1; (specie) **95**, A., 8; 1886, **200**, A., 1, 2, 3, 14, 27, 28; 1887, **426**, A., 9; 1888, **614**, A., 9-10; 1889, **797**, A., 12; 1890, **961**, A., 6, 7, 13; 1891, **1118**, A., 16; 1892, **1277**, A., 3, 18, 38, 42.
- Java, 1880-4, **7**, A., 4; 1886, **143**, A., 3, 6; 1887, **344**, A., 6; 1888, **532**, A., 8; 1889, **695**, A., 9; 1890, **884**, A., 7; 1891, **1029**, A., 9; 1892, **1190**, A., 11.

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- Jeddah, 1886, **81**, A., 2; 1890, **867**, A., 2; 1891, **1102**, A., 3; 1892, **1264**, A., 6.
- Kalmar, 1890-91, **1125**, A., 18; 1891-92, **1256**, A., 16.
- Kanagawa, 1885, **38**, A., 1-5, 19-21; 1886, **219**, A., 11, 12, 13; 1887, **413**, A., 12, 13, 15; 1888, **560**, A., 9; 1888-9, **754**, A., 22, 26, 31; 1889-90, **922**, A., 14, 15, 17; 1891, **1084**, A., 15; 1891-92, **1255**, A., 15.
- Kermaushah, 1886, **113**, A., 7.
- Kertch, 1886, **115**, A., 14, 16; 1887, **346**, A., 13; 1888, **536**, A., 20.
- Kewkiang, 1885-6, **112**, A., 3; 1888, **511**, A., 7, 9; 1889, **704**, A., 2, 4; 1890, **880**, A., 10; 1890-91, **1013**, A., 7.
- Kharput, 1885, **54**, A., 1, 3, 4; 1886, **225**, A., 4; 1887, **527**, A., 11; 1888, **527**, A., 13; 1889-90, **930**, A., 20, 23; 1891, **1104**, A., 4; 1891-92, **1271**, A., 6.
- Khorassan, 1889-90, **753**, A., 7, 8; 1890-91, **976**, A., 4, 5, 16, 17, 18, 19; 1891-92, **1134**, A., 9; 1892, **1268**, A., 11.
- Kieff, 1889-90, **877**, A., 15.
- Kiungchow, 1886, **132**, A., 4, 5; 1887, **297**, A., 5, 6; 1888, **492**, A., 7; 1889, **680**, A., 7; 1890, **898**, A., 12; 1891, **1026**, A., 14; 1892, **1199**, A., 14.
- Königsberg, 1885, **50**, A., 1, 9; 1886-7, **422**, A., 6; 1890-91, **1126**, A., 14.
- Kotka, 1889-90, **950**, A., 33; 1891, **1119**, A., 58; 1892, **1275**, A., 69.
- Kragero, 1886, **130**, A., 23; 1887, **440**, A., 39; 1888, **605**, A., 38; 1889, **781**, A., 37; 1890, **915**, A., 62; 1891, **1143**, A., 57; 1892, **1272**, A., 55.
- Kustendjie, 1890, **996**, A., 18.
- La Guayra, 1888-9, **723**, A., 6; 1890, **912**, A., 6.
- Landscrona, 1886, **131**, A., 14; 1887, **324**, A., 15; 1888, **524**, A., 21; 1889, **750**, A., 21; 1890, **931**, A., 19; 1891, **1067**, A., 22; 1892, **1247**, A., 24.
- Lanzarote, 1886, **148**, A., 10.
- Laraiche, 1885, **3**, A., 7, 8; 1886, **209**, A., 8, 9; 1887, **360**, A., 12; 1888, **582**, A., 17; 1889, **787**, A., 16; 1890, **955**, A., 19; 1891, **1139**, A., 15.
- La Rochelle, 1886, **214**, A., 11; 1887, **328**, A., 6; 1888, **561**, A., 15; 1889, **736**, A., 14; 1890, **901**, A., 10, 15; 1891, **1045**, A., 15; 1892, **1209**, A., 10.
- Laurium, 1889, **672**, A., 5.
- Laurvig, 1886, **130**, A., 18; 1890, **915**, A., 64; 1891, **1143**, A., 60; 1892, **1272**, A., 56.
- Leghorn, 1886, **109**, A., 1, 2; 1886-8, **701**, A., 18, 20; 1889-92, **1250**, A., 18.
- Le Legué, 1886, **86**, A., 6; 1887, **273**, A., 7; 1888, **505**, A., 10; 1889, **699**, A., 8; 1890, **893**, A., 10; 1890-91, **1039**, A., 9; 1892, **1177**, A., 11.
- Le Mans, 1886, **91**, A., 7; 1887, **271**, A., 6; 1888, **473**, A., 7; 1889, **656**, A., 7; 1890, **886**, A., 8; 1890-91, **1052**, A., 9; 1892, **1270**, A., 11.
- Libau, 1886, **167**, A., 8; 1887, **376**, A., 9; 1888, **516**, A., 8; 1889, **667**, A., 10; 1890, **860**, A., 17; 1891, **1003**, A., 19; 1892, **1172**, A., 23.
- Licata, 1888, **576**, A., 39; 1889, **762**, A., 33; 1890, **949**, A., 34.
- Lingah, 1887-8, **591**, A., 7; **629**, A., 13; 1889, **760**, A., 9; 1890-91, **1092**, A., 10; 1892, **1252**, A., 11.

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- Lingali, 1889-90, **946**, A., 8.
 Loanda, 1885, **4**, A., 3, 10; 1886-7, **333**, A., 10; 1891, **1069**, A., 2, 19; 1888-91, **1105**, A., 22.
 Lofoden Islands, 1886, **130**, A., 47; 1887, **440**, A., 45; **605**, A., 42; 1889, **781**, A., 42; 1891, **1143**, A., 63; 1892, **1272**, A., 57.
 L'Orient, 1886, **86**, A., 5; 1887, **273**, A., 8, 9; 1888, **505**, A., 11, 12; 1889, **699**, A., 9; 1890, **893**, A., 11; 1890-91, **1039**, A., 9; 1892, **1177**, A., 12.
 Lubeck, 1889, **829**, A., 42.
 Lulea, 1888, **568**, A., 15; 1889, **772**, A., 12.
 Lysekil, 1889, **750**, A., 12.
 Macao, 1890, **917**, A., 2.
 Maceio, 1888, **606**, A., 19.
 Madagascar, 1885-6, **201**, A., 1, 2, 9, 10, 11, 12.
 Madeira, 1886, **150**, A., 1; 1887, **401**, A., 3; 1888, **460**, A., 3, 4; 1889, **665**, A., 4; 1890, **847**, A., 5; 1890-91, **1040**, A., 4; 1892, **1226**, A., 6.
 Malaga, 1886, **125**, A., 1, 13; 1887, **453**, A., 9; 1888, **627**, A., 1; 1889, **802**, A., 7; 1890, **966**, A., 11-15; 1891, **1130**, A., 12; 1892, **1282**, A., 3, 12.
 Malmö, 1886, **131**, A., 15; 1887, **324**, A., 17; 1888, **524**, A., 23; 1889, **750**, A., 23; 1890, **931**, A., 21; 1891, **1067**, A., 25; 1892, **1247**, A., 27.
 Mandal, 1886, **130**, A., 29; 1887, **440**, A., 47; 1888, **605**, A., 47; 1889, **781**, A., 43; 1890, **915**, A., 67; 1891, **1143**, A., 66; 1892, **1272**, A., 60.
 Manfredonia, 1888, **615**, A., 32; 1889-90, **953**, A., 26.
 Manila, 1885, **6**, A., 5, 7; 1886, **103**, A., 7, 8.
 Maracaibo, 1890, **912**, A., 9.
 Maranham, 1885, **79**, A., 2, 3; 1886-8, **441**, A., 3; 1889, **812**, A., 2; 1890, **977**, A., 2, 3; 1892, **1141**, A., 2, 3.
 Marbella, 1890, **966**, A., 38.
 Marin, 1886-7, **329**, A., 18; 1887-8, **520**, A., 12; 1888-9, **711**, A., 29.
 Mariopol, 1891, **1042**, A., 17, 22; 1892, **1234**, A., 22.
 Marstrand, 1887, **324**, A., 10; 1888, **524**, A., 13; 1889, **750**, A., 13; 1890, **931**, A., 11; 1891, **1067**, A., 14; 1892, **1247**, A., 14.
 Marsala, 1886, **239**, A., 19; 1887, **395**, A., 24; 1888, **576**, A., 43; 1889, **762**, A., 36; 1890, **949**, A., 38; 1891, **1117**, A., 38; 1892, **1243**, A., 32.
 Marseilles, 1885-6, **126**, A., 8; 1886-7, **301**, A., 8; 1888, **510**, A., 9; 1889, **698**, A., 8; 1890, **865**, A., 9; 1890-91, **1033**, A., 14; 1892, **1182**, A., 15.
 Mazagan, 1886, **181**, A., 13, 15; 1887, **326**, A., 20; 1888, **553**, A., 18; 1889, **712**, A., 15; 1890, **857**, A., 27; 1890-91, **1011**, A., 29; 1892, **1221**, A., 24.
 Mazarron, 1892, **1282**, A., 63.
 Mazatlan, 1890, **965**, A., 23.
 Memel, 1885, **50**, A., 17; 1886-7, **422**, A., 13; 1888-9, **808**, A., 15; 1890-91, **1126**, A., 24.
 Mentone, 1886, **189**, A., 13; 1887, **337**, A., 11; 1888, **550**, A., 8; 1889, **744**, A., 14; 1890, **900**, A., 12; 1891-92, **1198**, A., 21.
 Mersina, 1889, **745**, A., 12; 1890, **896**, A., 10; 1890-91, **1017**, A., 16; 1892, **1200**, A., 14.

Imports—continued.

- Messina, 1886, **239**, A., 15; 1887, **395**, A., 18; 1888, **576**, A., 31; 1889, **762**, A., 24; 1890, **949**, A., 26; 1891, **1117**, A., 30; 1892, **1243**, A., 23.
- Mexico, 1886, **202**, A., 11; 1890, **965**, A., 10, 14.
- Mobile, 1886, **92**, A., 10; 1887, **270**, A., 25, 26; 1888, **465**, A., 21, 22; 1889, **649**, A., 14; 1890, **833**, A., 21; 1890-91, **986**, A., 14; 1891-92, **1205**, A., 34.
- Mogador, 1886, **181**, A., 12; 1887, **326**, A., 14; 1888, **553**, A., 12, 13; 1889, **712**, A., 11; 1890, **857**, A., 15; 1890-91, **1011**, A., 21; 1892, **1221**, A., 16.
- Mohammereh, 1890-91, **1092**, A., 20; 1891-92, **1252**, A., 21.
- Molde, 1886, **130**, A., 38; 1887, **440**, A., 49; 1888, **605**, A., 48; 1892, **1272**, A., 64.
- Mollendo, 1886, **118**, A., 2; 1887, **349**, A., 2; 1888, **517**, A., 2; 1889-90, **995**, A., 4, 5; 1891, **1053**, A., 2.
- Monaco, 1888, **550**, A., 10; 1889, **744**, A., 16; 1890, **900**, A., 19; 1891, **1073**, A., 14; 1892, **1198**, A., 17.
- Monastir, 1888-9, **822**, A., 24.
- Morlaix, 1886, **86**, A., 8; 1887, **273**, A., 5; 1888, **505**, A., 8; 1889, **699**, A., 6; 1890, **893**, A., 9; 1890-91, **1039**, A., 7; 1892, **1177**, A., 9.
- Mosjoen, 1886, **130**, A., 44; 1887-8, **605**, A., 50; 1889, **781**, A., 46; 1890, **915**, A., 89; 1891, **1143**, A., 69; 1892, **1272**, A., 63.
- Moss, 1886, **130**, A., 12; 1887, **440**, A., 51; 1888, **605**, A., 51; 1889, **781**, A., 48; 1890, **915**, A., 71; 1891, **1143**, A., 70.
- Mossamedes, 1887, **584**, A., 7; 1888-91, **1105**, A., 32.
- Moulmein to Chiangmai, 1890, **938**, A., 15.
- Mozambique, 1885, **60**, A., 2, 15, 16, 18, 20, 21; 1888, **742**, A., 8; 1889-90, **855**, A., 1; 1889-90, **995**, A., 4, 5.
- Muscat, 1888-9, **629**, A., 25-28.
- Nagasaki, 1885, **39**, A., 1, 8, 10; 1886, **204**, A., 2, 10, 12; 1887, **403**, A., 1, 8; 1888, **589**, A., 9; 1889, **751**, A., 9; 1890, **934**, A., 7; 1891, **1098**, A., 9; 1892, **1253**, A., 9.
- Namsos, 1886, **130**, A., 43; 1887, **440**, A., 53; 1888, **605**, A., 53; 1889, **781**, A., 49; 1890, **915**, A., 73; 1891, **1143**, A., 74; 1892, **1272**, A., 66.
- Nantes, 1886, **214**, A., 5; 1887, **411**, A., 5; 1888, **561**, A., 6; 1889, **736**, A., 6; 1890, **901**, A., 6; 1891, **1045**, A., 6; 1892, **1209**, A., 5.
- Naples, 1886, **174**, A., 18, 19; 1887-8, **615**, A., 12, 13; 1889, **784**, A., 12; 1889-90, **953**, A., 12; 1890-91, **1122**, A., 2.
- Netherlands, 1885-89, **940**, A., 5, 6, 7, 8, 9, 10, 11, 18.
- New Caledonia, 1887, **335**, A., 5, 6; 1888, **521**, A., 4; 1889, **758**, A., 4; 1890, **909**, A., 4; 1891, **1091**, A., 4.
- Newchwang, 1885, **13**, A., 3; 1886, **170**, A., 5, 6; 1887, **377**, A., 8-13; 1888, **566**, A., 10, 11; 1889, **716**, A., 6; 1891-92, **1229**, A., 8.
- New Orleans, 1886, **92**, A., 4.
- New York, 1886, **182**, A., 15, 17; 1887, **370**, A., 15; 1888, **545**, A., 14; 1889, **747**, A., 16; 1890, **911**, A., 16; 1891, **1080**, A., 17; 1892, **1274**, A., 19.
- Nice, 1886, **189**, A., 9; 1887, **337**, A., 8; 1888, **550**, A., 4; 1889, **744**, A., 6; 1890, **900**, A., 8; 1891, **1073**, A., 8; 1892, **1198**, A., 10.

Imports—continued.

- Nicolaieff, 1886, **115**, A., 7, 10, 11; 1887, **346**, A., 8, 9; 1888, **536**, A., 13; 1889, **706**, A., 20; 1890, **877**, A., 30; 1890-91, **1024**, A., 13; 1892, **1232**, A., 14.
- Nicopoli, 1890, **936**, A., 51, 52, 53.
- Ningpo, 1886, **161**, A., 4, 5; 1887, **365**, A., 8; 1888, **523**, A., 7; 1889, **775**, A., 2; 1891-92, **1235**, A., 8.
- Norfolk (Va.), 1888, **463**, A., 12; 1889, **648**, A., 12; 1890, **835**, A., 18; 1891, **1001**, A., 18; 1892, **1176**, A., 14.
- Norway, 1885, **22**, A., 1; 1886, **251**, A., 2, 4; 1887, **440**, A., 9; 1888, **605**, A., 9; 1888-9, **781**, A., 13; 1890, **915**, A., 23; **942**, A., 2; 1889-91, **1143**, A., 10.
- Ocos, 1891, **1070**, A., 4.
- Odessa, 1886, **115**, A., 3, 6; **236**, A., 2; 1887, **346**, A., 5; 1888, **536**, A., 8; 1889, **706**, A., 12; 1890, **877**, A., 13; 1890-91, **1024**, A., 8; 1891-92, **1232**, A., 6.
- Oil Rivers Protectorate, 1891, **1063**, A., 3; 1891-92, **1144**, A., 6-14; 1892, **1215**, A., 5.
- Oran, 1891, **1043**, A., 30.
- Osaka, 1886, **123**, A., 2; 1887, **404**, A., 2, 12; 1888, **594**, A., 13, 14; 1890, **947**, A., 3, 4, 5, 22, 23, 24, 25; 1892, **1260**, A., 27.
- Oscarshamn, 1886, **178**, A., 13; 1887, **368**, A., 13; 1888, **568**, A., 11; 1889, **772**, A., 11; 1890-91, **1125**, A., 17; 1892, **1256**, A., 18.
- Pakhoi, 1886, **122**, A., 2, 5; 1887, **298**, A., 6; 1888, **593**, A., 7; 1889, **732**, A., 10; 1890, **876**, A., 11; 1890-91, **1037**, A., 9; **1197**, A., 9.
- Palermo, 1886, **239**, A., 14; 1887, **395**, A., 16, 17; 1888, **576**, A., 29; 1889, **762**, A., 22; 1890, **949**, A., 24; 1891, **1117**, A., 29; 1892, **1243**, A., 21.
- Para, 1885-8, **807**, A., 3.
- Paraguay, 1888-90, **1006**, A., 8, 23.
- Paraiba, 1886, **179**, A., 8.
- Patras, 1886, **78**, A., 4, 5; 1887, **259**, A., 4; 1888, **457**, A., 4; 1892, **1154**, A., 9.
- Pensacola, 1886, **92**, A., 16; 1887, **270**, A., 18, 19; 1888, **465**, A., 14; 1889, **649**, A., 28; 1890, **833**, A., 13, 17; 1891, **994**, A., 5; 1892, **1205**, A., 17.
- Pernambuco, 1886, **179**, A., 4; 1887, **374**, A., 5, 6; 1888, **606**, A., 7.
- Pernau, 1886, **167**, A., 5, 6; 1887, **376**, A., 5, 6; 1888, **516**, A., 5; 1889, **667**, A., 14; 1890, **860**, A., 24; 1891, **1003**, A., 22; 1892, **1172**, A., 26.
- Persia, 1885, **113**, A., 1; 1891, **1189**, A., 11.
- Philadelphia, 1890, **964**, A., 14, 15; 1891, **1078**, A., 11.
- Philippine Islands, 1884-5, **6**, A., 5, 7; **103**, A., 7, 8; 1886, **295**, A., 5, 6; 1887, **494**, A., 5.
- Philippopolis, 1890, **936**, A., 19.
- Piræus, 1885, **33**, A., 6; 1891, **1019**, A., 2, 6.
- Poland, 1884-5-6, **128**, A., 1, 2; 1887, **321**, A., 2; **461**, A., 2; 1887-8, **686**, A., 2; 1888-9, **863**, A., 6.
- Porsgrund, 1886, **130**, A., 21; 1889, **781**, A., 53; 1890, **915**, A., 76; 1892, **1272**, A., 70.
- Portland (Oregon), 1886, **186**, A., 19, 20; 1887, **375**, A., 10; 1888, **555**, A., 11; 1889, **718**, A., 16; 1890, **906**, A., 18; 1891, **1086**, A., 21; 1892, **1251**, A., 32.

Imports—continued.

- Porto Plata, 1890, **912**, A., 17, 18.
 Porto Rico, 1886, **238**, A., 6; 1887, **436**, A., 7; 1888, **628**, A., 9;
 1889, **816**, A., 7; 1889-90, **968**, A., 7.
 Port Said, 1884-5, **142**, A., 8, 9; 1886, **294**, A., 7, 8; 1887, **485**,
 A., 9; 1888-9, **830**, A., 10.
 Port Townsend, 1886, **186**, A., 40, 41; 1887, **392**, A., 7, 8; 1888,
555, A., 22; 1889, **718**, A., 32; 1890, **906**, A., 32; 1891,
1086, A., 33; 1892, **1251**, A., 66.
 Portugal, 1885, **240**, A.; 1886, **160**, A., 1, 5; 1887-8, **544**, A.,
 2, 11-18; 1888-9, **700**, A., 2-14; 1891, **1075**, A., 6, 12-20;
 1891-92, **1257**, A., 15.
 Poti, 1886, **115**, A., 19; 1887, **346**, A., 19; 1888, **536**, A., 27;
 1889, **677**, A., 11; 1890, **871**, A., 17; 1891, **1027**, A., 15.
 Prevesa, 1886-7, **394**, A., 15; 1888, **623**, A., 21; 1889, **822**,
 A., 27; 1890, **962**, A., 17.
 Providence, 1886, **182**, A., 19, 21, 22; 1887, **370**, A., 24; 1888,
545, A., 20, 21; 1889, **747**, A., 21; 1890, **911**, A., 20; 1891,
1080, A., 23; 1892, **1274**, A., 25.
 Puerto Cabello, 1885, **43**, A., 1, 2; 1886, **144**, A., 1, 2; 1891,
1074, A., 3; 1892, **1207**, A., 7.
 Puerto Plata, 1886, **87**, A., 3, 4; 1887, **284**, A., 2; 1889, **729**,
 A., 2; 1892, **1240**, A., 25.
 Quilimane, 1884-5-6, **414**, A., 8; 1890-91, **1009**, A., 2, 3.
 Rabat, 1885, **3**, A., 12; 1886, **209**, A., 10; 1887, **360**, A., 10;
 1888, **582**, A., 22; 1889, **787**, A., 13; 1890, **955**, A., 15;
 1891, **1139**, A., 13.
 Reggio Calabria, 1889-90, **953**, A., 24,
 Resht, 1886, **113**, A., 10.
 Réunion, 1885, **44**, A., 1, 3; 1886, **207**, A., 1, 6; 1887, **437**, A., 2;
 1888, **624**, A., 2.
 Reval, 1884-5, **73**, A., 13; 1885-6, **248**, A., 15, 16; 1889, **777**,
 A., 40; 1890, **950**, A., 23, 25, 26; 1891, **1119**, A., 52; 1892,
1275, A., 53.
 Rhodes, 1890, **894**, A., 10.
 Richmond (Va.), 1888, **463**, A., 9; 1889, **648**, A., 16; 1890,
835, A., 14; 1891, **1001**, A., 15; 1892, **1176**, A., 18.
 Riga, 1886, **167**, A., 1, 3, 4; 1887, **376**, A., 3, 4; 1888, **516**, A.,
 3; 1889, **667**, A., 7; 1890, **860**, A., 13; 1891, **1003**, A., 14;
 1892, **1172**, A., 18.
 Rio Grande do Sul, 1885-6, **216**, A., 5, 6; 1885-8, **807**, A., 2;
 1889-90, **1077**, A., 27.
 Rio Janeiro, 1886, **106**, A., 1, 4; **217**, A., 6; 1887, **265**, A., 8, 9, 10;
 1885-8, **807**, A., 2; 1889, **1136**, A., 5.
 Riposto, 1887, **395**, A., 22; 1888, **576**, A., 34; 1889, **762**, A., 27;
 1890, **1117**, A., 24; 1891, **1117**, A., 36.
 Risör, 1886, **130**, A., 24; 1887, **440**, A., 58; 1888, **605**, A., 59;
 1889, **781**, A., 55; 1890, **915**, A., 78; 1891, **1143**, A., 80;
 1892, **1272**, A., 69.
 Rome, 1888, **633**, A., 18; 1890, **1131**, A., 9.
 Rostov, 1890-91, **1042**, A., 29; 1892, **1234**, A., 39.
 Rotterdam, 1885, **58**, A., 1, 2, 9; 1886, **213**, A., 1, 2, 7, 8.
 Rouen, 1886, **96**, A., 14, 16; 1887, **277**, A., 14; 1888, **486**, A.,
 18; 1889, **671**, A., 25; 1890, **839**, A., 25.
 Roumania, 1886, **250**, A., 2, 3; 1887, **381**, A., 2, 3, 4; 1888, **475**
 A., 4; 1889, **837**, A., 4.
 Roumelia, E., 1884, **70**, A., 3, 4; 1885-6, **185**, A., 3; 1887, **325**,
 A., 3; 1888, **567**, A., 5-8.

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Imports—continued.

- Roustchouk, 1890, **936**, A., 51, 52, 53.
 Russia, 1879-85, **108**, A., 6, 7; 1884-7, **223**, A., 9, 11; 1888, **425**, A., 4; 1874-87, **447**, A., 2, 18, 19; 1888, **564**, A., 16; 1885-89, **777**, A., 31, 32; 1890, **950**, A., 18, 19; 1892, **1275**, A., 4, 39.
 Saffi, 1886, **181**, A., 17; 1887, **326**, A., 17; 1888, **553**, A., 14, 15; 1889, **712**, A., 18; of 1890, **857**, A., 17; 1891, **1011**, A., 24; 1892, **1221**, A., 19.
 St. Jago de Cuba, 1887, **327**, A., 10.
 St. Louis, 1887, **330**, A., 17, 18; 1888, **570**, A., 12, 13; 1891, **1103**, A., 33; 1892, **1233**, A., 34.
 St. Malo, 1886, **91**, A., 6; 1887, **271**, A., 5; 1888, **473**, A., 6; 1889, **656**, A., 6; 1890, **886**, A., 6; 1891, **1052**, A., 6; 1892, **1270**, A., 8.
 St. Michaels, 1885, **9**, A., 2.
 St. Nazaire, 1886, **214**, A., 14, 15; 1887, **411**, A., 9; 1888, **561**, A., 8; 1889, **736**, A., 9; 1890, **901**, A., 8; 1891, **1045**, A., 7; 1892, **1209**, A., 7.
 St. Paul, U.S., 1886, **140**, A., 18.
 St. Petersburg, 1884-5, **73**, A., 10, 11; 1889, **777**, A., 5; 1883-90, **1119**, A., 7.
 St. Thomas, 1886-7, **228**, A., 3, 4.
 Salonica, 1883-4, **24**, A., 3, 9; 1885, **75**, A., 4, 5, 6, 10; 1886, **254**, A., 3, 6, 7; 1887-8, **623**, A., 14, 15; 1889, **822**, A., 8; 1890, **962**, A., 7, 11.
 Salvador, 1886-7, **378**, A., 45; 1888, **548**, A., 5; 1889, **749**, A., 1, 7.
 Samoa, 1890, **885**, A., 2; 1891, **1064**, A., 34.
 Samsoun, 1885-6, **135**, A., 11; 1886-7, **342**, A., 11, 12; 1888, **549**, A., 10; 1889, **689**, A., 10; 1890, **878**, A., 12; 1890-91, **1059**, A., 11.
 San Blas, 1890, **965**, A., 26.
 Sandakan, 1885, **34**, A., 7; 1878-88, **493**, A., 10.
 San Diego, 1886, **186**, A., 37; 1887, **375**, A., 28; 1888, **555**, A., 34, 35; 1889, **718**, A., 53; 1890, **906**, A., 56; 1891, **1086**, A., 59; 1892, **1251**, A., 95.
 San Francisco, 1886, **186**, A., 11, 12; 1887, **313**, A., 5, 6; 1888, **555**, A., 4, 5; 1889, **718**, A., 7; 1890, **906**, A., 7; 1891, **1086**, A., 5; 1892, **1251**, A., 5.
 San Lucar, 1886, **162**, A., 7; 1891, **1055**, A., 14.
 San Pedro (Ca.), 1891-92, **1251**, A., 91.
 San Pedro de Macoris, **1030**, A., 3.
 Santa Martha, 1887, **316**, A., 5.
 Santander, 1887, **408**, A., 10; 1888, **612**, A., 7; 1889, **733**, A., 9, 10; 1890, **923**, A., 19; 1891, **1054**, A., 14; 1891-92, **1278**, A., 18.
 Santo Domingo, 1886, **117**, A., 2, 3; 1887-8, **482**, A., 3; 1889-90, **928**, A., 4; 1890-91, **1030**, A., 4; 1892, **1240**, A., 17.
 Santo Paolo, 1885-8, **807**, A., 3.
 Santos, 1886, **168**, A., 8; 1887, **315**, A., 2, 6; 1888, **498**, A., 4, 9; 1889, **693**, A., 7; 1891, **1018**, A., 2.
 Sarawak, 1885, **45**, A., 1, 4.
 Sardinia, 1884-5, **51**, A., 3; 1886, **154**, A., 2, 4; 1887, **351**, A., 6, 7; 1888, **586**, A., 3, 4; 1889, **748**, A., 5; 1890, **887**, A., 8, 9; 1890-91, **1049**, A., 3, 7, 8; 1892, **1214**, A., 4, 7, 8.
 Savannah, 1886, **136**, A., 3; 1887, **311**, A., 5; 1888, **531**, A., 3; 1889, **691**, A., 6; 1890, **868**, A., 4; 1891, **1072**, A., 32.

Imports—continued.

- Scutari (Albania), 1888, **537**, A., 19; 1891, **1099**, A., 26; 1892, **1224**, A., 24.
- Seattle, 1892, **1251**, A., 62.
- Serres, 1887-8, **623**, A., 21; 1890, **962**, A., 15.
- Servia, 1885-6, **176**, A., 3; 1887, **534**, A., 50-73; 1887-8, **534**, A., 8, 9; 1888, **534**, A., 74-136; 1889-90, **1046**, A., 3.
- Sevastopol, 1886, **115**, A., 11, 13; 1887, **346**, A., 11; 1888, **536**, A., 18; 1889, **706**, A., 26; 1890, **877**, A., 25; 1890-91, **1024**, A., 21; 1892, **1232**, A., 17.
- Seville, 1886, **162**, A., 13; 1887, **350**, A., 13; 1889, **714**, A., 11; 1890, **895**, A., 12; 1891, **1055**, A., 20; 1892, **1269**, A., 22.
- Shanghai, 1885, **14**, A., 10-12; 1886, **199**, A., 10, 11, 12; 1887, **387**, A., 15, 17; **579**, A., 17-19; 1889, **755**, A., 11-13; 1890-91, **1101**, A., 28, 29; 1892, **1266**, A., 26.
- Shiraz, 1886, **113**, A., 12, 13; 1887-8, **591**, A., 4; **629**, A., 11; 1888-9, **760**, A., 6; 1889-90, **946**, A., 4; 1890-91, **1092**, A., 8; 1892, **1252**, A., 9.
- Sicily, 1885-6, **239**, A., 2.
- Silistria, **936**, A., 51, 52, 53.
- Sistov, **936**, A., 51, 52, 53.
- Skien, 1885-6, **130**, A., 21; 1887, **440**, A., 57; 1888, **605**, A., 57; 1889, **781**, A., 53; 1892, **1272**, A., 70.
- Smyrna, 1885, **67**, A., 5-7, 13-15; 1886, **175**, A., 3, 4, 6, 7; 1888, **587**, A., 4; 1889, **764**, A., 12; 1890, **894**, A., 6; 1891, **1062**, A., 6, 7; 1892, **1254**, A., 5.
- Söderhamn, 1886, **178**, A., 15; 1887, **368**, A., 15; 1888, **568**, A., 16; 1889, **772**, A., 15; 1890-91, **1125**, A., 16; 1892, **1256**, A., 15.
- Somaliland, 1891-92, **1208**, A., 9.
- Spain, 1892, **1239**, A., 2.
- Spezia, 1889, **696**, A., 15; 1890, **862**, A., 15; 1891, **1025**, A., 14.
- Stavanger, 1886, **130**, A., 33; 1887, **440**, A., 61; 1888, **605**, A., 61; 1889, **781**, A., 57; 1890, **915**, A., 82; 1891, **1143**, A., 86; 1892, **1272**, A., 74.
- Stettin, 1886, **211**, A., 4; 1887, **449**, A., 26, 27; 1888, **547**, A., 7, 9, 11; 1889, **682**, A., 10; 1890, **882**, A., 28, 29-32; 1890-91, **1014**, A., 11, 13, 15, 17; **1115**, A., 3; 1892, **1201**, A., 10; **1297**, A., 4.
- Stockholm, 1885, **21**, A., 4; 1886, **178**, A., 7; 1887, **368**, A., 9; 1888, **568**, A., 8; 1889, **772**, A., 8; 1890-91, **1125**, A., 9; 1892, **1256**, A., 9.
- Stralsund, 1892, **1201**, A., 19; **1297**, A., 45.
- Strömstad, 1886, **131**, A., 7; 1887, **324**, A., 8; 1888, **524**, A., 10; 1889, **750**, A., 9; 1890, **931**, A., 8; 1891, **1067**, A., 11; 1892, **1247**, A., 10.
- Suakin, 1886, **82**, A., 2, 3; 1887, **272**, A., 4; 1888, **562**, A., 3; 1889, **707**, A., 4; 1890, **869**, A., 4; 1891, **988**, A., 5; 1892, **1206**, A., 10.
- Suez, 1884-5, **84**, A., 2; 1887, **485**, A., 15; 1888, **684**, A., 9.
- Sundsvall, 1885, **21**, A., 9; 1886, **178**, A., 17; 1887, **368**, A., 16; 1888, **568**, A., 13; 1889, **772**, A., 14; 1890-91, **1125**, A., 10; 1892, **1256**, A., 10.
- Swatow, 1886, **183**, A., 7; 1887, **304**, A., 7; 1888, **495**, A., 9; 1889, **681**, A., 10; 1890, **850**, A., 11; 1890-91, **1034**, A., 11; 1891-92, **1202**, A., 12.

Imports—continued.

- Sweden, 1880-4, **62**, A., 1, 2, 6, 7, 8; 1888-92, **1156**, A., 4.
 Swinemünde, 1888-9, **682**, A., 13; 1889-90, **882**, A., 31; 1890-91, **1014**, A., 14, 17.
 Switzerland, 1885, **57**, A., 1, 2, 15-35; 1889, **791**, A., 16; 1890, **967**, A., 3, 9, 13; 1891, **1129**, A., 11, 15, 21.
 Syra, 1885, **37**, A., 3, 5; 1886, **193**, A., 5, 6, 7; 1887, **418**, A., 5; 1888, **557**, A., 5, 6; 1889, **673**, A., 5; 1890, **866**, A., 5; 1891, **1051**, A., 5, 6; 1892, **1204**, A., 5.
 Syracuse, 1888, **576**, A., 37; 1889, **762**, A., 31; 1890, **949**, A., 31; 1892, **1243**, A., 26.
 Tabreez, 1885, **69**, A., 3; 1886-7, **241**, A., 4; 1887-8, **445**, A., 7; 1888-9, **611**, A., 2; 1889-90, **798**, A., 6.
 Tacoma, **1251**, A., 55.
 Taganrog, 1886, **80**, A., 5, 14; 1887, **263**, A., 11; 1888, **491**, A., 15; 1889, **675**, A., 15; 1890, **841**, A., 17; 1890-91, **1042**, A., 21; 1892, **1234**, A., 21.
 Tahiti, 1885, **36**, A., 1; 1886, **151**, A., 2; 1887, **221**, A., 1; 1888, **602**, A., 4; **635**, A., 3; 1889, **759**, A., 3; 1890, **901**, A., 5; 1891, **1065**, A., 4, 5; 1892, **1210**, A., 7.
 Tainan, 1886, **156**, A., 9; 1887, **332**, A., 5; 1888, **518**, A., 7; 1889, **703**, A., 6; 1890, **875**, A., 12; 1891, **1061**, A., 8; 1892, **1192**, A., 10.
 Tamsui, 1882-6, **124**, A., 5; **283**, A., 1; 1887-88, **575**, A., 8; 1889, **679**, A., 7; 1890, **920**, A., 7; 1891, **1093**, A., 10.
 Tangier, 1885, **3**, A., 2, 6; 1886, **209**, A., 2, 6, 7; 1887, **360**, A., 7, 8; 1888, **582**, A., 9; 1889, **787**, A., 9; 1890, **955**, A., 4, 5, 11; 1891, **1139**, A., 8.
 Taranto, 1887, **397**, A., 30; 1889, **741**, A., 13; 1890, **907**, A., 18; 1891, **1079**, A., 3, 22; 1892, **1248**, A., 23.
 Tarragona, 1886, **97**, A., 31; 1887, **274**, A., 23, 24; 1888, **489**, A., 25; 1889, **692**, A., 30; 1890, **924**, A., 29; 1891, **1060**, A., 18; 1892, **1225**, A., 35.
 Temriuk, 1888, **491**, A., 16.
 Teneriffe, 1885, **5**, A., 3, 4; 1886, **148**, A., 3, 4; 1888, **581**, A., 5; 1889, **757**, A., 3; 1890, **957**, A., 2; 1891, **1120**, A., 7; 1892, **1296**, A., 4.
 Terceira, 1885, **9**, A., 7.
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- Trebizond, 1885-6, **135**, A., 7, 9; 1886-7, **342**, A., 2, 8, 9; 1888, **549**, A., 6, 7, 8; 1889, **689**, A., 6, 8; 1890, **878**, A., 8; 1890-91, **1059**, A., 9, 10; 1892, **1173**, A., 8.
- Trieste, 1884-5, **55**, A., 4, 5, 6, 8; 1886, **233**, A., 3, 4; 1887, **430**, A., 5, 9; 1888, **607**, A., 5; 1889, **836**, A., 7, 8, 9; 1890-91, **1145**, A., 3, 8, 11; 1891-2, **1292**, A., 16.
- Tripoli (Barbary), 1886, **89**, A., 3, 4; 1887, **267**, A., 3; 1888, **476**, A., 3, 4; 1889, **653**, A., 4; 1890, **849**, A., 4; 1890-91, **1022**, A., 5.
- Tripoli (Syria), 1892, **1279**, A., 14.
- Tromsø, 1886, **130**, A., 48; 1887, **440**, A., 65; 1888, **605**, A., 67; 1890, **915**, A., 89; 1892, **1272**, A., 80.
- Trouville, 1886, **96**, A., 24, 25; 1887, **277**, A., 26, 27; 1888, **486**, A., 27; 1889, **671**, A., 39; 1890, **839**, A., 36; 1891, **999**, A., 25; 1892, **1174**, A., 27.
- Truxillo, 1886, **107**, A., 2.
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- Valparaiso, 1884-5, **120**, A., 3, 4, 6, 7.
- Van, 1886, **165**, A., 2, 3; 1887-8, **527**, A., 8, 9; 1888-90, **930**, A., 10, 12; 1890-91, **1050**, A., 9; 1892, **1271**, A., 2.
- Vardö, 1886, **130**, A., 51; 1887, **440**, A., 71; 1888, **605**, A., 72; 1889, **781**, A., 64; 1890, **915**, A., 95; 1891, **1143**, A., 102.
- Varna, 1884-5, **1**, A., 6; 1889, **752**, A., 60; 1890, **936**, A., 44, 45, 46, 47; 1891, **1110**, A., 48.
- Venice, 1886, **245**, A., 4, 6; 1887, **439**, A., 3, 5; 1888, **641**, A., 6; 1888-9, **809**, A., 6; 1889-90, **978**, A., 4, 6; 1890-91, **1151**, A., 9.
- Vera Cruz, 1885-6, **146**, A., 17, 18, 21, 23, 24; 1887, **322**, A., 27; 1888, **604**, A., 15; 1889, **786**, A., 7; 1890-92, **1218**, A., 15.
- Vigo, 1886-7, **329**, A., 14, 15; 1888, **520**, A., 13; 1889, **711**, A., 23; 1890, **914**, A., 20; 1891, **1056**, A., 32; 1892, **1195**, A., 20.
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- Wiborg, 1889-90, **950**, A., 34; 1890-91, **1119**, A., 56; 1892, **1275**, A., 72.
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* By a printer's error, 2,000 was inadvertently made 2,000,000 deaths from smallpox in 1886.—[W.M.]

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- Astoria, 1886, **186**, A., 22; 1887, **375**, A., 12; 1888, **555**, A., 13, 14; 1889, **718**, A., 24; 1890, **906**, A., 20-22; 1891, **1086**, A., 25; 1892, **1251**, A., 36.
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- Baltimore, 1886, **94**, A., 1, 2; 1887, **262**, A., 2; 1888, **463**, A., 6; 1889, **648**, A., 7; 1890, **835**, A., 9; 1891, **1001**, A., 10; 1892, **1176**, A., 9.
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- Bangkok, 1886, **222**, A., 3; 1887, **412**, A., 4; 1888, **595**, A., 1, 6; 1889, **771**, A., 26; 1890, **938**, A., 33, 48; 1891, **1087**, A., 5; 1892, **1267**, A., 2, 15.
- Baracoa, 1887, **327**, A., 7; 1890-91, **1132**, A., 29.
- Barcelona, 1886, **97**, A., 21, 22; 1887, **274**, A., 8, 9; 1888, **489**, A., 1, 3; 1889, **692**, A., 1, 3; 1890, **924**, A., 4; 1891, **1060**, A., 2; 1892, **1225**, A., 2-3.
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- Barletta, 1885, **174**, A., 39; 1887, **397**, A., 36; 1888, **615**, A., 30; 1889, **784**, A., 18; 1890, **953**, A., 20; 1891, **1122**, A., 22.
- Bastia, 1886, **172**, A., 2; 1888, **578**, A., 3.
- Batavia, 1886, **143**, A., 8, 9; 1887, **344**, A., 8; 1888, **532**, A., 5; 1889, **695**, A., 10; 1891, **1029**, A., 10, 11, 12; 1892, **1190**, A., 13.
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- Bayonne, 1886, **101**, A., 22; 1887, **302**, A., 26, 27; 1888, **501**, A., 22, 23, 24; 1889, **683**, A., 32; 1890, **844**, A., 35; 1891, **1004**, A., 34, 35, 36, 37; 1892, **1166**, A., 33-36.
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- Bushire, 1885, **29**, A., 2; 1886, **166**, A., 2, 3; 1887, **367**, A., 2; 1888, **591**, A., 6; **629**, A., 7-9; 1889, **760**, A., 8; 1890, **946**, A., 6; 1891, **1092**, A., 6; 1892, **1252**, A., 8.
- Bussorah, 1887, **348**, A., 5; 1888-9, **719**, A., 5; 1890, **921**, A., 4; 1891, **1142**, A., 17.
- Cadiz, 1886, **162**, A., 5; 1887, **350**, A., 5; 1889, **714**, A., 13; 1890, **895**, A., 2.
- Caen, 1886, **96**, A., 21, 22; 1887, **277**, A., 20, 21; 1888, **486**, A., 22; 1889, **671**, A., 33; 1890, **839**, A., 30; 1891, **999**, A., 16; 1892, **1174**, A., 22.
- Cagliari, 1885, **51**, A., 4, 5; 1887, **351**, A., 3, 9; 1888, **586**, A., 7; 1889, **748**, A., 7; 1891, **1049**, A., 9.
- Calais, 1886, **127**, A., 4, 26; 1887, **300**, A., 4, 29; 1888, **490**, A., 4, 23; 1889, **697**, A., 4, 25; 1890, **859**, A., 30; 1891, **1076**, A., 3, 27; 1892, **1167**, A., 31.
- Caldera, 1889, **743**, A., 7.
- Callao, 1888, **488**, A., 1, 4, 5; 1889, **728**, A., 4, 5, 8; 1890, **916**, A., 4, 5, 6, 7; 1891, **1016**, A., 1, 2, 3, 4, 7, 8; 1892, **1185**, A., 2-4, 8, 10.
- Canea, 1885, **56**, A., 1, 5, 6.
- Cannes, 1886, **189**, A., 10; 1887, **337**, A., 9; 1888, **550**, A., 5; 1889, **744**, A., 8; 1890, **900**, A., 17; 1891, **1073**, A., 10; 1892, **1198**, A., 13.
- Canton, 1885, **12**, A., 6, 10; 1886, **224**, A., 7; 1887, **415**, A., 9; 1888, **574**, A., 21; 1889, **770**, A., 13; 1891, **1107**, A., 5-7; 1892, **1284**, A., 6.
- Cardenas, 1892, **1213**, A., 14.
- Carlscrona, 1886, **131**, A., 16; 1887, **324**, A., 17; 1888, **524**, A., 25; 1889, **750**, A., 25; 1890, **931**, A., 24; 1891, **1067**, A., 27; 1892, **1247**, A., 29.
- Carthagena (Republic of Colombia), 1886, **116**, A., 1; 1887, **316**, A., 1; 1888, **556**, A., 1; 1889, **790**, A., 11; 1890, **971**, A., 17.
- Carthagena (Spain), 1885-6, **125**, A., 11, 12; 1887, **453**, A., 7; 1888, **627**, A., 14; 1889, **802**, A., 10; 1891, **1130**, A., 29; 1892, **1282**, A., 39.
- Castellamare, 1887, **397**, A., 27; 1888, **615**, A., 31; 1889, **784**, A., 17; 1890, **953**, A., 25; 1891, **1122**, A., 27; 1892, **1244**, A., 13.
- Castellon, 1892, **1225**, A., 27.
- Cavalla, 1885, **75**, A., 7, 12; 1887, **394**, A., 11; 1888, **623**, A., 17; 1889, **822**, A., 20; 1890, **962**, A., 14.
- Ceara, 1886, **179**, A., 11; 1887, **374**, A., 12, 13; 1888, **606**, A., 15.
- Cebu, 1885, **6**, A., 9; 1886, **103**, A., 5, 6; 1887, **295**, A., 8; 1888, **494**, A., 7; 1889, **678**, A., 7; 1890, **846**, A., 12; 1891, **1032**, A., 16, 17, 19; 1892, **1289**, A., 29, 30.
- Cephalonia, 1885, **17**, A., 5; 1888, **598**, A., 1, 2.
- Charleston, 1886, **88**, A., 6; 1887, **296**, A., 7; 1888, **515**, A., 4; 1889, **668**, A., 7; 1891, **1072**, A., 26, 27; 1892, **1203**, A., 18.
- Chefoo, 1885, **40**, A., 2, 4; 1886, **203**, A., 3, 6, 7; 1887, **366**, A., 4, 5; 1889, **780**, A., 4, 5; 1890, **926**, A., 3, 7, 8; 1891, **1066**, A., 10, 11, 12; 1892, **1187**, A., 7.
- Chemulpo (Corea), 1886, **218**, A., 3; 1887, **372**, A., 3.
- Cherbourg, 1886, **91**, A., 2; 1887, **271**, A., 2; 1888, **473**, A., 1, 2; 1889, **656**, A.; 1890, **886**, A., 1; 1891, **1052**, A., 2; 1892, **1270**, A., 2.
- Cherchell, 1891, **1043**, A., 24; 1892, **1180**, A., 28.

Shipping—continued.

- Chicago, 1886, **140**, A., 15; 1887, **330**, A., 13; 1888, **570**, A., 6; 1889, **739**, A., 7; 1890, **892**, A., 18; 1891, **1103**, A., 16; 1892, **1233**, A., 17.
- Chinese treaty ports, 1884-5, **41**, A., 2.
- Chinkiang, 1886, **173**, A., 11, 19; 1887, **373**, A., 18; 1888, **592**, A., 4; 1889, **717**, A., 4; 1890, **905**, A., 4, 7; 1892, **1228**, A., 10.
- Christiania, 1886, **130**, A., 10; 1887, **440**, A., 10; 1888, **605**, A., 8; 1889, **781**, A., 14; 1890, **915**, A., 2, 3, 21, 22; 1891, **1143**, A., 23; 1892, **1272**, A., 24.
- Christiansand, 1888, **605**, A., 19; 1890, **915**, A., 36; 1891, **1143**, A., 33; 1892, **1272**, A., 34.
- Christiansund, 1886, **130**, A., 39; 1887, **440**, A., 21; 1888, **605**, A., 20; 1889, **781**, A., 21; 1890, **915**, A., 38; 1891, **1143**, A., 35; 1892, **1272**, A., 37.
- Chungking, 1891, **1097**, A., 3; 1892, **1230**, A., 13.
- Cienfuegos, 1887, **327**, A., 17; 1892, **1213**, A., 24.
- Civita Vecchia, 1886, **149**, A., 12, 13; 1887, **388**, A., 8; 1888, **633**, A., 21; 1889, **788**, A., 23; 1890, **1131**, A., 30.
- Collo, 1891, **1043**, A., 18; 1890, **1180**, A., 23.
- Colombian Ports, 1889, **804**, A., 15; 1890, **970**, A., 10.
- Colombia, Republic of, 1885-87, **456**, A., 21; 1888, **626**, A., 8, 9; 1888-91, **1148**, A., 14.
- Colon, 1889, **790**, A., 17; 1890, **971**, A., 14.
- Constantinople, 1885-6, **197**, A., 3, 4; 1887-8, **537**, A., 5, 6; 1890-91, **1099**, A., 19; 1892, **1224**, A., 10.
- Coquimbo, 1886, **145**, A., 2, 3; 1887-8, **514**, A., 4, 5; 1889, **685**, A., 4, 6.
- Corea, 1887, **372**, A., 2; 1888, **565**, A., 1, 8; 1889, **740**, A., 2, 7, 8; 1890, **918**, A., 5, 7; 1891, **1088**, A., 12; 1892, **1227**, A., 11.
- Corfu, 1885, **17**, A., 2.
- Corunna, 1886, **152**, A., 5, 6; 1887, **329**, A., 6; 1888, **520**, A., 8, 9; 1889, **711**, A., 7, 8; 1890, **914**, A., 6, 7, 10; 1891, **1056**, A., 11, 13; 1892, **1195**, A., 7.
- Costa Rica, 1885, **27**, A., 2; 1886, **121**, A., 4; 1887, **317**, A., 6; 1888, **522**, A., 7; 1889, **694**, A., 3; 1891, **1031**, A., 5, 6, 7; 1892, **1219**, A., 9.
- Cronstadt, 1885, **73**, A., 12; 1887, **447**, A., 20, 33; 1888, **564**, A., 11, 12, 17, 24; 1889, **777**, A., 33, 45.
- Cuba, 1885, **10**, A., 8; 1886, **205**, A., 9, 11; 1887, **327**, A., 14; 1889, **779**, A., 5.
- Cullera, 1886, **97**, A., 29; 1887, **274**, A., 20; 1889, **692**, A., 21, 22; 1890, **924**, A., 19, 20; 1891, **1060**, A., 10; 1892, **1225**, A., 26-28.
- Cuxhaven, 1889, **829**, A., 51.
- Dantzig, 1885, **50**, A., 10; 1889, **808**, A., 8, 9; 1891, **1126**, A., 9.
- Danube, 1886, **93**, A., 7; 1887, **268**, A., 1; 1888, **475**, A., 1, 2.
- Dar-el-Baida, 1886, **181**, A., 19; 1887, **326**, A., 22; 1888, **553**, A., 22; 1889, **712**, A., 23; of 1890, **857**, A., 21; 1891, **1011**, A., 32; 1892, **1221**, A., 28.
- Dedeagatch, 1891, **1099**, A., 21.
- Delagoa Bay, 1890, **855**, A., 20; **995**, A., 10.
- Dellys, 1892, **1180**, A., 25.

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- Denia, 1886, **97**, A., 27; 1887, **274**, A., 21; 1888, **489**, A., 22; 1889, **692**, A., 26; 1892, **1225**, A., 37.
- Denmark, 1887, **471**, A., 5; 1888, **639**, A., 7; 1889, **714**, A., 5; 1890, **973**, A., 5; 1891, **1138**, A., 6.
- Dieppe, 1886, **96**, A., 31, 32; 1887, **277**, A., 30; 1888, **486**, A., 32, 33, 34; 1889, **671**, A., 47; 1890, **839**, A., 44; 1891, **999**, A., 28, 29, 36; 1892, **1174**, A., 37.
- Dives, 1888, **486**, A., 25.
- Djidjelli, 1891, **1043**, A., 19; 1892, **1180**, A., 24.
- Drammen, 1886, **130**, A., 15; 1887, **440**, A., 22, 23; 1888, **605**, A., 22, 23; 1889, **781**, A., 23; 1890, **915**, A., 40, 41; 1891, **1143**, A., 37, 39; 1892, **1272**, A., 38.
- Drobak, 1891, **1143**, A., 40; 1892, **1272**, A., 40.
- Drontheim, 1886, **130**, A., 40; 1887, **440**, A., 62, 63; 1888, **605**, A., 63, 64; 1889, **781**, A., 58; 1890, **915**, A., 83, 84; 1891, **1143**, A., 90, 93; 1892, **1272**, A., 82, 87.
- Dunkirk, 1886, **127**, A., 16, 17; 1887, **300**, A., 18, 19; 1888, **506**, A., 2, 3; 1889, **734**, A., 2; 1890, **919**, A., 2, 3, 4, 5, 6; 1891, **1094**, A., 2-5; 1892, **1237**, A., 3.
- Durazzo, 1888, **537**, A., 25, 26.
- Dutch Guiana, 1887, **410**, A., 3; 1888, **583**, A., 3, 4; 1890, **956**, A., 9, 10.
- Ecuador, 1890, **951**, A., 4.
- Egersund, 1890, **915**, A., 43; 1891, **1143**, A., 41; 1892, **1272**, A., 41.
- Elba, 1886, **109**, A., 3; 1892, **1250**, A., 32.
- Enos, 1887-8, **537**, A., 17.
- Ergasteria, 1890, **834**, A., 13; 1891, **1019**, A., 15; 1892, **1184**, A., 18.
- Eupatoria, 1888, **536**, A., 14; 1889, **706**, A., 22.
- Eureka (California), 1887, **392**, A., 10; 1888, **555**, A., 37; 1889, **718**, A., 55.
- Fahrsund, 1887, **440**, A., 26; 1888, **605**, A., 25; 1889, **781**, A., 25; 1890, **915**, A., 45, 47; 1891, **1143**, A., 42; 1892, **1272**, A., 44.
- Fayal, 1885, **9**, A., 4.
- Fécamp, 1886, **96**, A., 28; 1887, **277**, A., 28; 1888, **486**, A., 29; 1889, **671**, A., 40; 1890, **839**, A., 37; 1891, **999**, A., 26; 1892, **1174**, A., 28.
- Ferrol, 1886, **152**, A., 13; 1887, **329**, A., 15; 1888, **520**, A., 22, 24; 1889, **711**, A., 25; 1890, **914**, A., 24, 26; 1891, **1056**, A., 25, 28; 1892, **1195**, A., 26.
- Fiji, 1885, **25**, A., 3, 6; 1886, **158**, A., 6, 7.
- Finland, 1886, **248**, A., 12.
- Fiume, 1886, **141**, A., 1-7; **244**, A., 1; 1887, **320**, A., 1-6; **450**, A., 1; 1888, **552**, A., 1-7; 1889, **705**, A., 1-8; 1890, **883**, A., 2-8, 4; 1891, **1047**, A., 3, 9; 1892, **1249**, A., 2-13.
- Flekkefjord, 1886, **130**, A., 30; 1887, **440**, A., 28; 1888, **605**, A., 26; 1890, **915**, A., 49; 1891, **1143**, A., 47; 1892, **1272**, A., 44, 45.
- Foochow, 1886, **157**, A., 1, 2, 8; 1887, **331**, A., 2, 8; 1888, **526**, A., 2, 7; 1889, **726**, A., 10; 1890, **897**, A., 9; 1891, **1038**, A., 2, 11; 1892, **1216**, A., 9.
- France, 1887-8, **462**, A., 18, 19; 1890-91, **981**, A., 13.
- Frankfort (Navigation School), 1889-90, **937**, A., 11.
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- Frederickshald, 1887, **440**, A., 31; 1888, **605**, A., 28; 1889, **781**, A., 29; 1890, **915**, A., 53; 1891, **1143**, A., 49; 1892, **1272**, A., 48.
- Frederickstadt, 1887, **440**, A., 33; 1888, **605**, A., 30; 1889, **781**, A., 32; 1890, **915**, A., 55; 1891, **1143**, A., 51; 1892, **1272**, A., 50.
- Funchal (see Madeira).
- Fusan (Corea), 1885, **61**, A., 4; 1886, **218**, A., 3; 1887, **372**, A., 4.
- Galatz, 1886, **93**, A., 1, 3; 1887, **268**, A., 3; 1888, **475**, A., 1, 2, 3; 1889, **662**, A., 1; 1890, **837**, A., 1, 2; 1891, **996**, A., 2.
- Gallipoli (Italy), 1885-86, **174**, A., 19, 22, 23, 24, 25, 28; 1887, **397**, A., 18; 1888, **615**, A., 22; 1889, **741**, A., 9; 1890, **907**, A., 11; 1891, **1079**, A., 2, 15; 1892, **1248**, A., 2, 16.
- Gallipoli (Turkey), 1888-9, **537**, A., 18.
- Gandia, 1886, **97**, A., 29; 1888, **489**, A., 21; 1890, **924**, A., 31, 32.
- Garrucha, 1885-6, **125**, A., 11, 12; 1887-88, **627**, A., 16; 1889, **802**, A., 15; 1890, **966**, A., 32-36; 1891, **1130**, A., 33; 1892, **1282**, A., 44, 54.
- Geffe, 1885, **21**, A., 6; 1886, **178**, A., 10; 1887, **368**, A., 1888, **568**, A., 9; 1889, **772**, A., 9; 1891, **1125**, A., 12; 1892, **1256**, A., 12.
- Genoa, 1886, **134**, A., 2, 10; 1887, **308**, A., 12; 1888, **507**, A., 2, 15; 1889, **696**, A., 18; 1890, **862**, A., 20; 1891, **1025**, A., 3, 17.
- Ghenichesk, 1890, **841**, A., 18; 1891, **1042**, A., 19, 23; 1892, **1234**, A., 23.
- Ghent, 1890, **856**, A., 9; 1886-91, **1041**, A., 10; 1892, **1220**, A., 11.
- Gibara, 1890-91, **1132**, A., 30.
- Gijon, 1883-87, **329**, A., 10; 1888, **520**, A., 19; 1889, **711**, A., 16, 17; 1890, **914**, A., 12, 17, 18; 1891, **1056**, A., 20, 21; 1892, **1195**, A., 17, 18.
- Gioja Tauro, 1885, **174**, A., 43; 1886, 44; 1892, **1244**, A., 13.
- Gothenburg, 1886, **131**, A., 3, 5; 1887, **324**, A., 4, 5; 1888, **524**, A., 7; 1889, **750**, A., 6; 1890, **931**, A., 5; 1891, **1067**, A., 7; 1892, **1247**, A., 3.
- Gotland, 1892, **1256**, A., 18.
- Greece, 1891, **1112**, A., 11, 33; 1892, **1184**, A., 14, 15.
- Guantánamo, 1889, **779**, A., 6; 1890-91, **1132**, A., 2.
- Guatemala, 1888, **600**, A., 4; 1889, **763**, A., 7.
- Guayaquil, 1886, **119**, A., 3; 1887, **314**, A., 3; 1888, **496**, A., 2, 4; 1889, **805**, A., 4; 1890, **832**, A., 5; 1891, **992**, A., 6; 1892, **1171**, A., 9.
- Hakodate, 1885, **18**, A., 5; 1886, **198**, A., 6; 1887, **402**, A., 7; 1888, **590**, A., 9; 1889, **746**, A., 6, 7; 1890, **935**, A., 9, 17; 1891, **1123**, A., 10.
- Halmstad, 1886, **131**, A., 10; 1887, **324**, A., 11; 1888, **524**, A., 16; 1889, **750**, A., 15; 1890, **931**, A., 13; 1891, **1067**, A., 17; 1892, **1247**, A., 18.
- Hamburg, 1885-6-7, **429**, A., 14, 16; 1889, **829**, A., 4, 13-16; 1841-90, **237**, M., 3.
- Hammerfest, 1886, **130**, A., 49; 1887, **440**, A., 34; 1888, **605**, A., 32; 1889, **781**, A., 34; 1890, **915**, A., 56, 57; 1891, **1143**, A., 53.
- Hangö, 1886-7-8, **564**, A., 23; 1892, **1275**, A., 68.

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- Hankow, 1886, **191**, A., 4; 1887, **380**, A., 11, 12; 1888, **525**, A., 9, 10; 1889, **708**, A., 3; 1890, **888**, A., 17; 1891, **1044**, A., 17; 1892, **1231**, A., 11.
- Haugesund, 1886, **130**, A., 34; 1887, **440**, A., 36; 1888, **605**, A., 33; 1889, **781**, A., 35; 1890, **915**, A., 59; 1891, **1143**, A., 55; 1892, **1272**, A., 53.
- Havana, 1885, **10**, A., 10; 1886, **205**, A., 11; 1887, **327**, A., 7; 1888, **609**, A., 23; 1892, **1213**, A., 5, 6.
- Havre, 1886, **96**, A., 8, 22; 1887, **277**, A., 6, 7; 1888, **486**, A., 5; 1889, **671**, A., 10; 1890, **839**, A., 11, 16; 1891, **999**, A., 2, 4, 6; 1892, **1174**, A., 2.
- Helsingborg, 1886, **131**, A., 11; 1887, **324**, A., 12, 13; 1888, **524**, A., 18; 1889, **750**, A., 17; 1890, **931**, A., 15; 1891, **1067**, A., 19; 1892, **1247**, A., 20.
- Helsingfors, 1887, **447**, A., 26, 36; 1889, **777**, A., 36, 48, 49; 1890, **950**, A., 30; 1891, **1119**, A., 48.
- Hernösand, 1885, **21**, A., 10; 1886, **178**, A., 15.
- Hiogo, 1885, **19**, A., 5, 13; 1886, **123**, A., 4; **208**, A., 5, 6, 14; 1887, **404**, A., 5, 14, 15; 1888, **594**, A., 9, 10, 16; 1889, **766**, A., 18; 1890, **947**, A., 20, 31; 1891, **1083**, A., 10, 11; 1892, **1260**, A., 30.
- Honfleur, 1886, **96**, A., 26; 1887, **277**, A., 23, 24; 1888, **486**, A., 25; 1889, **671**, A., 36; 1890, **839**, A., 32; 1891, **999**, A., 21; 1892, **1174**, A., 23.
- Hudiksvall, 1885-86, **178**, A., 11; 1887, **368**, A., 11; 1888, **568**, A., 13; 1891, **1125**, A., 14; 1892, **1256**, A., 14.
- Huelva, 1886, **162**, A., 8, 14; 1887, **350**, A., 7, 14; 1889, **714**, A., 9; 1890, **895**, A., 9, 10; 1891, **1055**, A., 21, 22; 1892, **1269**, A., 12.
- Ichang, 1885, **74**, A., 1, 5; 1886, **261**, A., 3; 1887, **470**, A., 4; 1888, **625**, A., 8; 1889, **687**, A., 3; 1890, **858**, A., 4; 1891, **1036**, A., 2, 3, 5; 1892, **1211**, A., 4.
- Iloilo, 1886, **103**, A., 3; 1887, **295**, A., 7; 1888, **494**, A., 6; 1889, **678**, A., 6; 1890, **846**, A., 10; 1891, **1032**, A., 13, 14; 1892, **1289**, A., 28.
- Ineboli, 1887-8, **537**, A., 16.
- Jaffa, 1886, **164**, A., 2; 1887, **363**, A., 3, 4; 1888, **529**, A., 2; 1889, **773**, A., 2; 1890-91, **1023**, A., 7; 1892, **1186**, A., 6.
- Japan, 1885, **47**, A., 4, 7; 1887, **426**, A., 11; 1888, **614**, A., 7, 12; 1889, **797**, A., 10, 14; 1890, **961**, A., 11; 1891, **1118**, A., 14; 1892, **1277**, A., 35.
- Japanese navy, 1886, **95**, A., 37.
- Jeddah, 1885, **81**, A., 1; 1887, **256**, A., 2; 1890, **867**, A., 2; 1891, **1102**, A., 2; 1892, **1264**, A., 8.
- Jenchuan (Corea), 1885, **61**, A., 3.
- Kalmar, 1885, A., 19; **1256**, A., 17.
- Kanagawa, 1885, **38**, A., 9, 10, 18; 1886, **219**, A., 6-9; 1887, **413**, A., 16; 1888, **560**, A., 6, 13; 1889, **754**, A., 18-25; 1890, **922**, A., 10, 17; 1891, **1084**, A., 18; 1892, **1255**, A., 18.
- Kelung (see Tamsui).
- Kertch, 1886, **115**, A., 15, 16; 1887, **346**, A., 12; 1888, **536**, A., 19; 1889, **675**, A., 19; 1890, **841**, A., 21; 1891, **1042**, A., 37; 1892, **1234**, A., 26.
- Kewkiang, 1886, **112**, A., 2, 3; 1888, **511**, A., 1, 6; 1889, **880**, A., 11; 1891, **1013**, A., 6, 8.

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- Kiungchow, 1886, **132**, A., 2, 3; 1887, **297**, A., 4; 1888, **492**, A., 3, 6; 1889, **680**, A., 6; 1890, **898**, A., 11; 1891, **1026**, A., 4-9, 13; 1892, **1199**, A., 13.
- Königsberg, 1885, **50**, A., 7, 8; 1887, **422**, A., 6; 1891, **1126**, A., 15.
- Kotka, 1886, **248**, A., 23; 1887, **447**, A., 35; 1888, **564**, A., 33; 1889, **777**, A., 47; 1890, **950**, A., 32; 1891, **1119**, A., 57; 1892, **1275**, A., 70.
- Kragero, 1886, **130**, A., 23; 1887, **440**, A., 38, 39; 1888, **605**, A., 37, 38; 1889, **781**, A., 37; 1890, **915**, A., 61, 63; 1891, **1143**, A., 56; 1892, **1272**, A., 54.
- Kuching (Borneo), 1885, **45**, A., 3.
- Kuchinotsu (Corea), 1885, **39**, A., 11; 1886, **204**, A., 12, 13; 1887, **403**, A., 11; 1888, **589**, A., 12; 1889, **797**, A., 10; 1890, **934**, A., 9; 1892, **1253**, A., 7, 11.
- Kustendji, 1887, **268**, A., 4; 1888, **475**, A., 3; 1890, **837**, A., 3; 1891, **996**, A., 16, 17.
- La Calle, 1890, **853**, A., 18; 1891, **1043**, A., 14.
- La Guayra, 1889, **723**, A., 5; 1891, **1074**, A., 3.
- Landscrona, 1886, **131**, A., 13; 1887, **324**, A., 14; 1888, **524**, A., 20; 1889, **750**, A., 20; 1890, **931**, A., 18; 1891, **1067**, A., 21; 1892, **1247**, A., 23.
- Langesund, 1886, **130**, A., 19; 1888, **605**, A., 17; 1889, **781**, A., 19; 1890, **915**, A., 33; 1891, **1143**, A., 31; 1892, **1272**, A., 34.
- Lanzarote, 1885, **5**, A., 9.
- Laraiche, 1885, **3**, A., 7; 1886, **209**, A., 7, 8; 1887, **360**, A., 11; 1888, **582**, A., 16; 1889, **787**, A., 15; 1890, **955**, A., 18; 1891, **1139**, A., 14.
- La Rochelle, 1886, **214**, A., 8, 10; 1887, **328**, A., 1, 5, 6; 1888, **561**, A., 14; 1889, **736**, A., 14; 1890, **901**, A., 9, 15; 1891, **1045**, A., 14; 1892, **1209**, A., 9.
- Las Palmas, 1885, **5**, A., 8; 1886, **148**, A., 9; 1888, **581**, A., 6.
- Laurium, 1888, **474**, A., 5; 1889, **672**, A., 9; 1891, **1019**, A., 12.
- Laurvig, 1886, **130**, A., 17; 1887, **440**, A., 41; 1888, **605**, A., 39, 40; 1889, **781**, A., 38, 39; 1890, **915**, A., 65; 1891, **1143**, A., 59; 1892, **1272**, A., 56.
- Leghorn, 1886, **109**, A., 2; 1887-89, **701**, A., 22, 24; **1250**, A., 20, 21; 1890-92, **1250**, A., 22, 23.
- Le Legué, 1886, **86**, A., 5, 6; 1887, **273**, A., 6; 1888, **505**, A., 9; 1889, **699**, A., 7; 1890, **893**, A., 10; 1891, **1039**, A., 8; 1892, **1177**, A., 10.
- Libau, 1886, **167**, A., 7; 1887, **376**, A., 8; 1888, **516**, A., 7; 1889, **667**, A., 9; 1890, **860**, A., 16; 1891, **1003**, A., 18; 1892, **1172**, A., 21.
- Limon, 1889, **694**, A., 4; 1891, **1031**, A., 7.
- Lingah, 1888, **591**, A., 9; 1889, **629**, A., 14; 1891, **1092**, A., 11; 1892, **1252**, A., 12.
- Lingali, 1890, **946**, A., 9.
- Lisbon, 1886, **187**, A., 1.
- Loanda, 1885, **4**, A., 4, 10; 1886-87, **333**, A., 11, 12; 1888-91, **1105**, A., 46, 47.
- Lofoden Islands, 1886, **130**, A., 46; 1887, **440**, A., 43, 44; 1888, **605**, A., 42; 1889, **781**, A., 41; 1891, **1143**, A., 64, 65; 1892, **1272**, A., 58, 59.
- Lorenzo Marques, 1885, **60**, A., 19.

Shipping—continued.

- L'Orient, 1885-6, **86**, A., 5; 1887, **273**, A., 7; 1888, **505**, A., 10; 1889, **699**, A., 9; 1890, **893**, A., 11; 1890-91, **1039**, A., 9; 1892, **1177**, A., 11.
- Los Angeles, 1886-90, **906**, A., 36.
- Lota, 1888, **502**, A., 2; 1889, **743**, A., 13.
- Lübeck, 1889, **829**, A., 44.
- Lulea, 1888, **568**, A., 15; 1889, **772**, A., 12.
- Lysekil, 1888, **524**, A., 11, 12; 1889, **750**, A., 11.
- Macao, 1890, **917**, A., 6.
- Maceio, 1888, **606**, A., 18.
- Madagascar, 1886, **201**, A., 4.
- Madeira, 1886, **150**, A., 1; 1887, **401**, A., 2; 1888, **460**, A., 1, 2; 1889, **665**, A., 3; 1890, **847**, A., 4; 1890-91, **1040**, A., 2, 3; 1892, **1226**, A., 2.
- Malaga, 1886, **125**, A., 2, 9, 10, 11, 12; 1887, **453**, A., 9; 1888, **627**, A., 11; 1889, **802**, A., 6; 1890, **966**, A., 9, 10; 1891, **1130**, A., 11; 1892, **1282**, A., 2, 11.
- Malmö, 1886, **131**, A., 14; 1887, **324**, A., 16; 1888, **524**, A., 22; 1889, **750**, A., 22; 1890, **931**, A., 20; 1891, **1067**, A., 24; 1892, **1247**, A., 26.
- Mandal, 1886, **130**, A., 28; 1887, **440**, A., 46, 47; 1888, **605**, A., 46; 1889, **781**, A., 44, 45; 1890, **915**, A., 67, 68; 1891, **1143**, A., 67; 1892, **1272**, A., 61.
- Manila, 1885, **6**, A., 6; 1886, **103**, A., 2, 3; 1887, **295**, A., 3; 1888, **494**, A., 3; 1889, **678**, A., 3; 1890, **846**, A., 5; 1891, **1032**, A., 5; 1892, **1289**, A., 15, 21.
- Mannheim, 1884-5, **52**, A., 8.
- Manzanillo, 1890-91, **1132**, A., 29.
- Maracaibo, 1889, **768**, A., 4; 1890, **912**, A., 8, 15; 1892, **1207**, A., 9, 11.
- Maranham, 1885, **79**, A., 6-9; 1886-7, **441**, A., 9; 1888-9, **636**, A., 1; 1889, **812**, A., 1; 1890, **977**, A., 1; 1891-92, **1141**, A., 2.
- Marbella, 1885-6, **125**, A., 11, 12; 1889, **802**, A., 24; 1891, **1130**, A., 43; 1892, **1282**, A., 65, 68.
- Marin, 1887, **329**, A., 17; 1888, **520**, A., 11, 12; 1889, **711**, A., 30.
- Mariopol, 1890, **841**, A., 17; 1891, **1042**, A., 22; 1892, **1234**, A., 22.
- Marseilles, 1886, **126**, A., 1, 2, 7; 1887, **301**, A., 1, 2, 7, 8; 1888, **510**, A., 2, 8; 1889, **698**, A., 9; 1890, **865**, A., 10; 1891, **1033**, A., 13; 1892, **1182**, A., 2, 3, 14.
- Marstrand, 1886, **131**, A., 9; 1887, **324**, A., 10; 1888, **524**, A., 12, 13; 1889, **750**, A., 12; 1890, **931**, A., 10; 1891, **1067**, A., 13; 1892, **1247**, A., 14.
- Mazagan, 1886, **181**, A., 14; 1887, **326**, A., 19; 1888, **553**, A., 17; 1889, **712**, A., 14; 1890, **857**, A., 26; 1891, **1011**, A., 28; 1892, **1221**, A., 23.
- Mazarron, 1891, **1130**, A., 47; 1892, **1282**, A., 61, 62.
- Mazatlan, 1890, **965**, A., 22.
- Medua, 1892, **1224**, A., 28.
- Memel, 1885, **50**, A., 16; 1887, **422**, A., 12; 1889, **808**, A., 14; 1891, **1126**, A., 23.
- Mentone, 1886, **189**, A., 12; 1887, **337**, A., 11; 1888, **550**, A., 7; 1889, **744**, A., 13; 1890, **900**, A., 13; 1892, **1198**, A., 20.

Shipping—continued.

- Mers el Kebir, 1890, **853**, A., 26; 1891, **1043**, A., 31; 1892, **1180**, A., 33.
- Mersina, 1887, **406**, A., 6; 1888, **571**, A., 5; 1889, **745**, A., 12; 1890, **896**, A., 10; 1890-91, **1017**, A., 16; 1892, **1200**, A., 14.
- Milwaukee, 1886, **140**, A., 15.
- Mobile, 1886, **92**, A., 9, 10; 1887, **270**, A., 24; 1888, **465**, A., 20; 1889, **649**, A., 13; 1890, **833**, A., 22; 1891, **986**, A., 15; 1892, **1205**, A., 33.
- Mogador, 1886, **181**, A., 10, 11; 1887, **326**, A., 12, 13; 1888, **553**, A., 11; 1889, **712**, A., 10; 1890, **857**, A., 13; 1891, **1011**, A., 2, 3, 19; 1892, **1221**, A., 14.
- Mohammereli, 1891, **1092**, A., 21; 1892, **1252**, A., 23.
- Moji, 1890, **934**, A., 9; 1892, **1253**, A., 7, 11.
- Molde, 1886, **130**, A., 37; 1887, **440**, A., 49, 50; 1888, **605**, A., 49; 1892, **1272**, A., 65.
- Mollendo, 1886, **118**, A., 1, 2; 1887, **349**, A., 2; 1888, **517**, A., 2; 1890, **879**, A., 2; 1891, **1053**, A., 2.
- Monaco, 1888, **550**, A., 9; 1889, **744**, A., 15; 1890, **900**, A., 19; 1891, **1073**, A., 13; 1892, **1198**, A., 16.
- Morlaix, 1886, **86**, A., 7; 1887, **273**, A., 4; 1889, **699**, A., 6; 1890, **893**, A., 8; 1891, **1039**, A., 6; 1892, **1177**, A., 8.
- Mosjoen, 1891, **1143**, A., 68.
- Moss, 1886, **130**, A., 11; 1887, **440**, A., 51; 1888, **605**, A., 52; 1889, **781**, A., 47; 1890, **915**, A., 70; 1891, **1143**, A., 69.
- Mossamedes, 1887, **584**, A., 6; 1888-91, **1105**, A., 50, 51.
- Mostaganem, 1891, **1043**, A., 26; 1892, **1180**, A., 29.
- Motril, 1885-6, **125**, A., 11, 12.
- Moucofar, 1892, **1225**, A., 27.
- Mozambique, 1885, **60**, A., 13; 1889, **742**, A., 9; 1890, **885**, A., 16; of 1891, **995**, A., 2, 3.
- Muscat, 1888-9, **629**, A., 23, 29.
- Nagasaki, 1885, **39**, A., 4, 9; **47**, A., 4; 1886, **204**, A., 5, 6, 12, 13, 15; 1887, **403**, A., 5, 10, 11; 1888, **589**, A., 11; 1889, **751**, A., 11; 1890, **934**, A., 9; 1891, **1098**, A., 11, 12; 1892, **1253**, A., 11.
- Namsos, 1886, **130**, A., 42; 1887, **440**, A., 53; 1888, **605**, A., 54; 1889, **781**, A., 50, 51; 1890, **915**, A., 72; 1891, **1143**, A., 74, 76; 1892, **1272**, A., 67, 68.
- Nantes, 1886, **214**, A., 4; 1887, **411**, A., 4; 1888, **561**, A., 5; 1889, **736**, A., 5; 1890, **901**, A., 2, 5; 1891, **1045**, A., 5; 1892, **1209**, A., 4.
- Naples, 1886, **174**, A., 3, 18; 1887, **397**, A., 13; 1888, **615**, A., 11; 1889, **784**, A., 11; 1890, **953**, A., 11; 1891, **1122**, A., 6; 1892, **1244**, A., 3.
- Naranjo, 1890-91, **1132**, A., 31.
- Neiafu (Fiji), 1887, **405**, A., 7.
- Nemours, 1891, **1043**, A., 34; 1892, **1180**, A., 36.
- Nemousis, 1890, **853**, A., 28.
- Newchwang, 1885, **13**, A., 5; 1886, **170**, A., 4; 1887, **377**, A., 8; 1888, **566**, A., 8; 1889, **716**, A., 3, 5; 1891-92, **1229**, A., 9.
- New Orleans, 1886, **92**, A., 7; 1887, **270**, A., 4; 1888, **465**, A., 9; 1889, **649**, A., 9; 1890, **833**, A., 6, 9; 1891, **986**, A., 9; 1892, **1205**, A., 8, 9.
- Newport News, 1885, **20**, A., 3; 1886, **215**, A., 4, 5; 1888, **463**, A., 13, 14.

Shipping—continued.

- New York, 1886, **182**, A., 14; 1887, **370**, A., 14; 1888, **545**, A., 13, 14; 1889, **747**, A., 14; 1890, **911**, A., 14; 1891, **1080**, A., 15; 1892, **1274**, A., 17.
- Nice, 1886, **189**, A., 4, 5, 8; 1887, **337**, A., 7; 1888, **550**, A., 4; 1889, **744**, A., 6; 1890, **900**, A., 7; 1891, **1073**, A., 7; 1892, **1198**, A., 9.
- Nickerie, 1890, **956**, A., 11; 1891, **1108**, A., 13, 15.
- Nicolaieff, 1886, **115**, A., 7, 9; 1887, **346**, A., 6, 7; 1888, **536**, A., 10, 12; 1889, **706**, A., 19; 1890, **877**, A., 31; 1891, **1024**, A., 12; 1892, **1232**, A., 12.
- Ningpo, 1886, **161**, A., 3; 1887, **365**, A., 7; 1888, **523**, A., 1, 6; 1889, **775**, A., 3; 1892, **1235**, A., 7.
- Norfolk (Va.), 1888, **463**, A., 10, 11; 1890, **835**, A., 15, 16; 1891, **1001**, A., 16, 17; 1892, **1176**, A., 12.
- Norway, 1886, **130**, A., 4; **605**, A., 5; 1890-91, **1143**, A., 15; 1892, **1272**, A., 9.
- Noumea (New Caledonia), 1887, **335**, A., 4; 1888, **521**, A., 3; 1889, **758**, A., 3; **909**, A., 3; **1091**, A., 3.
- Novorossisk, 1889, **146**, M., 2; 1890, **871**, A., 18; 1890, **1027**, A., 12; **1191**, A., 14.
- Nuevitas, 1892, **1213**, A., 22.
- Nukualofa, 1887, **405**, A., 6.
- Obotti, 1892, **1224**, A., 28.
- Odessa, 1886, **115**, A., 2, 5; 1887, **346**, A., 1, 4; 1888, **536**, A., 2, 3, 7; 1889, **706**, A., 10, 11; 1890, **877**, A., 12; 1891, **1024**, A., 2, 3; 1892, **1232**, A., 7.
- Oil Rivers Protectorate, 1891-92, **1144**, A., 19, 20.
- Oran, 1887, **291**, A., 11; 1890, **853**, A., 25; 1891, **1043**, A., 29; 1892, **1180**, A., 31.
- Oratava, 1885, **5**, A., 9.
- Osaka, 1886, **208**, A., 6, 14; 1888-90, **947**, A., 31; 1892, **1260**, A., 30.
- Oscarshamn, 1886, **178**, A., 13; 1887, **368**, A., 13; 1888, **568**, A., 11.
- Pakhoi, 1886, **122**, A., 4; 1887, **298**, A., 5; 1888, **593**, A., 6; 1889, **732**, A., 9; 1890, **876**, A., 10; 1891, **1037**, A., 2, 8; 1892, **1197**, A., 8.
- Panama, 1886-9, **790**, A., 9; 1890, **971**, A., 8, 9.
- Papeete (see Tahiti).
- Para, 1891, **1136**, A., 23.
- Paraguay, 1888-90, **1006**, A., 24.
- Paraiba, 1886, **179**, A., 7; 1887, **374**, A., 8, 9, 10; 1888, **606**, A., 11.
- Paramaribo, 1888, **583**, A., 3, 4; 1889, **737**, A., 9; 1890, **956**, A., 9; 1891, **1108**, A., 11.
- Patras, 1882-6, **78**, A., 6; 1884-88, **457**, A., 5; 1889, **644**, A., 6; 1890, **819**, A., 3, 6; 1887-91, **980**, A., 1, 2.
- Pauillac, 1886, **101**, A., 3; 1887, **302**, A., 3.
- Pensacola, 1886, **92**, A., 14, 15; 1887, **270**, A., 19, 21; 1888, **465**, A., 16; 1889, **649**, A., 26; 1890, **833**, A., 16; 1891, **994**, A., 6; 1892, **1205**, A., 18.
- Pernambuco, 1886, **179**, A., 3, 5; 1887, **374**, A., 6, 7; 1888, **606**, A., 9.
- Pernau, 1886, **167**, A., 4, 5; 1887, **376**, A., 4, 5; 1888, **516**, A., 4, 5; 1889, **667**, A., 13; 1890, **860**, A., 23; 1891, **1003**, A., 21; 1892, **1172**, A., 25.

Shipping—continued.

- Philadelphia, 1886, **177**, A., 4, 5, 8, 9; 1887-8, **464**, A., 1, 2; 1889, **731**, A., 8; 1890, **964**, A., 10, 11, 12, 13; 1891, **1078**, A., 5-7.
- Philippeville (Algeria), 1890, **853**, A., 21; 1891, **1043**, A., 16; 1892, **1180**, A., 22.
- Philippine Islands, 1885, **103**, A., 6; 1886, **295**, A., 4; 1887, **494**, A., 4; 1888, **494**, A., 3; 1889, **678**, A., 3; 1890, **846**, A., 5; 1891, **1032**, A., 5; 1892, **1289**, A., 15, 21.
- Piræus, 1885, **33**, A., 4, 5; 1888, **474**, A., 1, 2, 3, 4; 1889, **672**, A., 2, 8; 1890, **834**, A., 1, 2, 3, 11; 1891, **1019**, A., 1, 3, 4, 5, 14; 1892, **1184**, A., 16.
- Porsgrund, 1886, **130**, A., 20; 1887, **440**, A., 55; 1888, **605**, A., 57; 1889, **781**, A., 54; 1890, **915**, A., 75, 76; 1891, **1143**, A., 77, 79.
- Port-au-Prince, 1890, **902**, A., 3, 7, 8; 1891, **1058**, A., 11, 12; 1892, **1240**, A., 13.
- Portland (Oregon), 1886, **186**, A., 14, 18; 1887, **375**, A., 4, 9; 1888, **555**, A., 10; 1889, **718**, A., 15; 1890, **906**, A., 8, 11, 17; 1891, **1086**, A., 14, 20; 1892, **1251**, A., 31.
- Porto Alegre, 1886, **216**, A., 8, 9.
- Porto Rico, 1886, **238**, A., 3, 7; 1887, **436**, A., 5, 7; 1888, **628**, A., 6, 9; 1890, **968**, A., 7.
- Port Townsend, 1886, **186**, A., 39, 40; 1887, **392**, A., 6; 1888, **555**, A., 20, 21; 1889, **718**, A., 31; 1890, **906**, A., 30; 1891, **1086**, A., 31; 1892, **1251**, A., 65.
- Port Saïd, 1887, **294**, A., 4*, 9; 1888, **485**, A., 5, 11; 1889, **684**, A., 8; 1890, **830**, A., 3, 11, 14; 1891, **1095**, A., 7; 1892, **1259**, A., 8.
- Portugal, 1871-85, **240**, A., 10, 11; 1888-87, **382**, A., 8; 1874-1888, **700**, A., 31; 1889-91, **1075**, A., 26; 1891-92, **1257**, A., 16.
- Poti, 1886, **115**, A., 18, 19; 1887, **346**, A., 19, 20; 1888, **536**, A., 26; 1889, **677**, A., 10; 1890, **871**, A., 16; 1891, **1027**, A., 16; 1892, **1191**, A., 11.
- Prevesa, 1887, **394**, A., 14; 1888, **623**, A., 20; 1889, **822**, A., 26; 1890, **962**, A., 16.
- Providence, 1886, **182**, A., 20; 1887, **370**, A., 23; 1889, **747**, A., 20; 1890, **911**, A., 19, 20; 1891, **1080**, A., 23; 1892, **1274**, A., 25.
- Puerto Plata, 1886, **87**, A., 3; 1887, **284**, A., 1; 1889, **729**, A., 2; 1890, **902**, A., 17, 18; 1892, **1240**, A., 24.
- Puntarenas, 1891, **1031**, A., 6.
- Quilimane, 1885, **60**, A., 17; 1890, **855**, A., 27; 1891, **1009**, A., 6.
- Rabat, 1885, **3**, A., 11; 1886, **209**, A., 9; 1887, **360**, A., 10; 1888, **582**, A., 21, 22; 1889, **787**, A., 13; 1890, **955**, A., 14; 1891, **1139**, A., 12.
- Reggio (Calabria), 1890, **953**, A., 23; 1891, **1122**, A., 26.
- Rethymo, 1885, **56**, A., 7.
- Réunion, 1885, **44**, A., 4, 5; 1886, **207**, A., 7; 1888, **624**, A., 7.
- Reval, 1885, **73**, A., 15; 1886, **248**, A., 14; 1887, **447**, A., 32; 1888, **564**, A., 25; 1889, **777**, A., 41; 1890, **950**, A., 23; 1891, **1119**, A., 50; 1892, **1275**, A., 51.
- Rhode Island, 1887, **370**, A., 21.

* In this table the order of the words "Steam" and "Sailing" should be reversed.—[W. M.]

Shipping—continued.

- Rhodes, 1885-8, **764**, A., 34; 1889, **764**, A., 40; 1890, **894**, A., 14; 1891, **1062**, A., 17.
- Richmond (Va.), 1888, **463**, A., 8; 1889, **648**, A., 15; 1890, **835**, A., 13; 1891, **1001**, A., 15; 1892, **1176**, A., 19.
- Riga, 1886, **167**, A., 1, 2; 1887, **376**, A., 2; 1888, **516**, A., 2; 1889, **667**, A., 5; 1890, **860**, A., 12; 1891, **1003**, A., 13; 1892, **1172**, A., 16.
- Rio de Janeiro, 1885-6, **106**, A., 2, 5, 6; 1887, **265**, A., 6, 7, 10, 11; 1888, **807**, A., 16; 1891, **1136**, A., 23.
- Rio Grande do Norte, 1886, **179**, A., 9; 1888, **606**, A., 13.
- Rio Grande do Sul, 1885, **32**, A., 5, 11; 1886, **216**, A., 6, 7; 1889, **702**, A., 11; 1891, **1077**, A., 2, 24, 25, 26; 1892, **1263**, A., 33, 36.
- Risör, 1886, **130**, A., 24; 1887, **440**, A., 57; 1888, **605**, A., 59; 1890, **915**, A., 77; 1891, **1143**, A., 81, 82; 1892, **1272**, A., 69, 70.
- Rome, 1881-85, **149**, A., 9.
- Rosario, 1891, **1028**, A., 4, 5, 6; 1892, **1161**, A., 8.
- Rotterdam, 1885, **58**, A., 1, 5, 6, 7; 1886, **213**, A., 4, 5.
- Rouen, 1886, **96**, A., 12, 13; 1887, **277**, A., 12, 13; 1888, **486**, A., 12; 1889, **671**, A., 19; 1890, **839**, A., 22.
- Roumania, 1881-90, **226**, M., 3.
- Russia, 1887, **447**, A., 12.
- Saffi, 1886, **181**, A., 16; 1887, **326**, A., 16; 1888, **553**, A., 14; 1889, **712**, A., 17; 1890, **857**, A., 17; 1891, **1011**, A., 23; 1892, **1221**, A., 18.
- Saigon, 1886, **90**, A., 2, 3; 1887, **280**, A., 3; 1888, **477**, A., 4; 1889, **659**, A., 3; 1890, **851**, A., 3; 1891, **1057**, A., 5, 6; 1892, **1175**, A., 4.
- St. Brieuc. (See Le Legué.)
- St. Jago de Cuba, 1890-91, **1132**, A., 2.
- St. Malo, 1886, **91**, A., 6; 1887, **271**, A., 4; 1888, **473**, A., 5; 1890, **886**, A., 6; 1891, **1052**, A., 5; 1892, **1270**, A., 7.
- St. Nazaire, 1886, **214**, A., 13; 1887, **411**, A., 8; 1889, **736**, A., 7; 1890, **901**, A., 6; 1891, **1045**, A., 6; 1892, **1209**, A., 5.
- St. Paul (United States), 1886, **140**, A., 21.
- St. Petersburg, 1885, **73**, A., 4, 12; 1884-6, **248**, A., 5, 20, 21; 1888, **564**, A., 11, 12; 1881-89, **777**, A., 7; 1890, **950**, A., 5, 20; 1892, **1275**, A., 13, 44.
- St. Thomas, 1885-86, **228**, A., 5.
- Salonica, 1884, **24**, A., 2, 3, 8; 1885, **75**, A., 1, 9; 1886, **254**, A., 1, 2, 5; 1887, **394**, A., 1, 10; 1888, **623**, A., 13; 1889, **822**, A., 7; 1889-90, **962**, A., 2, 8, 10.
- Salvador, 1887, **378**, A., 6; 1888, **548**, A., 5; 1889, **749**, A., 8; 1892, **1281**, A., 7.
- Samarang, 1886, **143**, A., 9; 1887, **344**, A., 8; 1888, **532**, A., 6; 1889, **695**, A., 10; 1890, **884**, A., 8; 1891, **1029**, A., 13; 1892, **1190**, A., 16.
- Samoa, 1890, **831**, A., 2; 1891, **1064**, A., 2, 3; 1892, **1262**, A., 2.
- Samsoon, 1885-6, **135**, A., 12; 1887, **342**, A., 12; 1888, **549**, A., 11; 1889, **689**, A., 11; 1890, **878**, A., 13; 1891, **1059**, A., 13, 14.
- San Blas, 1890, **965**, A., 25.
- Sandakan, 1885, **34**, A., 10; 1888, **493**, A., 5.

Shipping—continued.

- Sandefjord, 1891, **1143**, A., 59, 61.
 San Diego, 1886, **186**, A., 36; 1887, **375**, A., 23, 26; 1888, **555**
 A., 34; 1889, **718**, A., 52; 1890, **906**, A., 55; 1891, **1086**
 A., 58; 1892, **1251**, A., 94.
 San Francisco, 1886, **186**, A., 10; 1887, **313**, A., 4, 5; 1888, **555**,
 A., 3, 4; 1889, **718**, A., 6; 1890, **906**, A., 6; 1891, **1086**
 A., 4; 1892, **1251**, A., 3.
 San Lucar, 1890, **895**, A., 4.
 San Nicholas, 1885, **56**, A., 8.
 San Pedro, 1892, **1251**, A., 89.
 Santander, 1887, **408**, A., 9; 1888, **612**, A., 6; 1889, **733**, A., 8;
 1890, **923**, A., 18; 1891, **1054**, A., 13; 1892, **1278**, A., 17.
 Santo Domingo, 1886, **117**, A., 1; 1888, **482**, A., 2; 1890, **928**,
 A., 3; 1891, **1030**, A., 3; 1892, **1240**, A., 16.
 Santos, 1886, **168**, A., 3, 7; 1887, **315**, A., 3, 5; 1888, **498**, A., 8;
 1889, **693**, A., 6, 7; 1891, **1018**, A., 2.
 Sardinia, 1885, **51**, A., 2; 1886, **154**, A., 2, 5; 1890, **887**, A., 9;
 1891, **1049**, A., 9; 1892, **1214**, A., 6, 9.
 Savannah, 1886, **136**, A., 2; 1887, **311**, A., 4; 1888, **531**, A., 4;
 1889, **691**, A., 6; 1890, **868**, A., 5; 1891, **1072**, A., 33.
 Savona, 1886, **134**, A., 9; 1891, **1025**, A., 11.
 Scutaria (Albania), 1888, **537**, A., 23, 24; 1890, **1099**, A., 29.
 Seattle, 1892, **1251**, A., 61.
 Seriphos, 1892, **1204**, A., 14.
 Sevastopol, 1886, **115**, A., 12; 1887, **346**, A., 10; 1888, **536**, A.,
 17; 1889, **706**, A., 25; 1890, **877**, A., 24; 1891, **1024**, A.,
 19, 20; 1892, **1232**, A., 16.
 Seville, 1886, **162**, A., 5, 14; 1887, **350**, A., 6; 1889, **714**, A., 11;
 1890, **895**, A., 12, 13; 1891, **1055**, A., 18, 19; 1892, **1269**,
 A., 21.
 Shanghai, 1885, **14**, A., 5, 8; 1886, **199**, A., 1, 7, 8; 1887, **387**,
 A., 13; 1888, **579**, A., 15; 1889, **755**, A., 9; 1890-91, **1101**,
 A., 25, 26; 1892, **1266**, A., 3, 23.
 Sicily, 1886, **239**, A., 1, 10, 11, 12, 13, 15, 16, 18, 19, 20; 1887,
395, A., 3, 15, 17, 18, 21, 22, 23, 25, 27; 1888, **576**, A., 28-
 30, 31, 32, 35, 36, 39, 40, 42, 44, 47; 1889, **762**, A., 21, 23,
 24, 27, 29, 34, 35, 37, 40; 1890, **949**, A., 2, 11, 14, 16, 17, 20,
 21, 23, 24, 25, 26, 28, 29, 32, 35, 37, 39; 1891, **1117**, A., 2,
 24, 28, 29, 31, 35, 37, 39, 40, 44; 1892, **1243**, A., 20, 21, 23,
 24, 27, 28, 30, 31, 33, 34, 35.
 Sitia, 1885, **56**, A., 8, 9.
 Skien, 1886, **130**, A., 22; 1887, **440**, A., 55; 1888, **605**, A., 57;
 1889, **781**, A., 54; 1891, **1143**, A., 79; 1892, **1272**, A., 70,
 72.
 Smyrna, 1882-5, **67**, A., 1-4; 1886, **175**, A., 1, 2, 3; 1888, **587**,
 A., 2; 1889, **764**, A., 10, 11; 1890, **894**, A., 7, 8; 1891,
1062, A., 8, 9; 1892, **1254**, A., 7, 8.
 Süderhamn, 1885, **21**, A., 8; 1886, **178**, A., 14; 1887, **368**, A., 14;
 1888, **568**, A., 16; 1889, **772**, A., 14; 1891, **1125**, A., 16;
 1892, **1256**, A., 15.
 Sourabaya, 1886, **143**, A., 10; 1887, **344**, A., 9; 1888, **532**, A.,
 6; 1889, **695**, A., 11; 1890, **884**, A., 8; 1891, **1029**, A., 13, 14;
 1892, **1190**, A., 16.
 Spain, 1889, **817**, A., 4.
 Spezia, 1886, **134**, A., 9; 1887-88, **507**, A., 12; 1890, **862**, A.,
 14; 1891, **1025**, A., 14.

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- Stavanger, 1886, **130**, A., 33; 1887, **440**, A., 60; 1888, **605**, A., 61; 1889, **781**, A., 56; 1890, **915**, A., 79, 80; 1891, **1143**, A., 84; 1892, **1272**, A., 75.
- Stettin, 1886, **211**, A., 6, 7; 1887, **449**, A., 24, 25; 1888, **547**, A., 3-6, 18; 1887 to 1888, **603**, A., 28, 29; 1889, **682**, A., 3-7; 1890, **882**, A., 21, 22, 24, 25; 1891, **1014**, A., 4, 5, 7, 8, 16; **1115**, A., 4; 1892, **1201**, A., 3; **1297**, A., 32.
- Stockholm, 1885, **21**, A., 1, 3; 1886, **178**, A., 1, 8, 9; 1887, **368**, A., 1, 7, 8; 1888, **568**, A., 6, 7; 1889, **772**, A., 7.
- Stora, 1891, **1043**, A., 17; 1892, **1180**, A., 23.
- Stralsund, 1892, **1297**, A., 42.
- Strömstad, 1886, **131**, A., 7; 1887, **324**, A., 7; 1889, **750**, A., 8; 1890, **931**, A., 7; 1891, **1067**, A., 10; 1892, **1247**, A., 10.
- Suakin, 1886, **82**, A., 1, 2; 1887, **272**, A., 3; 1891, **988**, A., 2; 1892, **1206**, A., 16.
- Suda, 1885, **56**, A., 7, 8.
- Suez, 1886, **84**, A., 2, 3; 1887, **294**, A., 10, 11; 1888, **485**, A., 12; 1889, **684**, A., 10; 1891, **1095**, A., 8; 1892, **1259**, A., 11.
- Sulina, 1887, **268**, A., 4; 1890, **837**, A., 3, 9.
- Sundsvaal, 1885, **21**, A., 9; 1886, **178**, A., 16, 17; 1887, **368**, A., 15; 1888, **568**, A., 12; 1889, **772**, A., 13; 1891, **1125**, A., 11; 1892, **1256**, A., 11.
- Swatow, 1887, **304**, A., 3, 4, 6; 1888, **495**, A., 6, 8; 1889, **681**, A., 9; 1890, **850**, A., 7, 10; 1890-91, **1034**, A., 6, 7, 10; 1892, **1202**, A., 11.
- Swinemünde, 1886, **211**, A., 7; 1887, **449**, A., 24, 25; 1888, **547**, A., 5, 13; 1889, **682**, A., 7-9; 1890, **882**, A., 23, 24, 26, 27; 1891, **1014**, A., 6, 7, 9, 10; 1892, **1201**, A., 6; **1297**, A., 5, 32.
- Syra, 1885, **37**, A., 1; 1886, **193**, A., 1, 2, 3; 1887, **418**, A., 1, 2, 3; 1888, **557**, A., 1, 2; 1889, **673**, A., 1; 1890, **866**, A., 1-3; 1891, **1051**, A., 2, 3; 1892, **1204**, A., 7.
- Tacoma, 1892, **1251**, A., 54.
- Taganrog, 1886, **80**, A., 1, 2, 13; 1887, **263**, A., 5, 10; 1888, **491**, A., 7, 9, 14; 1889, **675**, A., 8, 14; 1890, **841**, A., 6, 7, 16; 1891, **1042**, A., 4, 5, 6, 20; 1892, **1234**, A., 20.
- Tahiti, 1885, **36**, A., 2, 3; 1886, **151**, A., 3; 1887, **319**, A., 7; 1888, **602**, A., 6; 1889, **759**, A., 5; 1890, **904**, A., 4; 1891, **1065**, A., 2, 3; 1892, **1210**, A., 2.
- Tainan, 1886, **156**, A., 1, 8; 1887, **332**, A., 4; 1888, **518**, A., 1, 6; 1889, **703**, A., 5; 1890, **875**, A., 11; 1891, **1061**, A., 7; 1892, **1192**, A., 9.
- Tamatave, 1886, **201**, A., 14.
- Tamsui, 1886, **124**, A., 2; 1887, **283**, A., 1, 2; 1888, **575**, A., 7; 1889, **679**, A., 6; 1890, **920**, A., 6; 1891, **1093**, A., 9.
- Tangier, 1885, **3**, A., 1, 4, 5; 1886, **209**, A., 1, 2, 5; 1887, **360**, A., 6; 1888, **582**, A., 7, 8; 1889, **787**, A., 2, 3, 4, 7; 1890, **955**, A., 1, 2, 3, 9; 1891, **1139**, A., 7.
- Taranto, 1887, **397**, A., 30; 1889, **741**, A., 11; 1890, **907**, A., 16; 1891, **1079**, A., 2, 20; 1892, **1248**, A., 2, 21.
- Tarragona, 1886, **97**, A., 30; 1887, **274**, A., 24, 25; 1888, **489**, A., 24; 1889, **692**, A., 29; 1890, **924**, A., 28, 29; 1891, **1060**, A., 17; 1892, **1225**, A., 34.
- Temriuk, 1887, **263**, A., 12; 1888, **491**, A., 16; 1889, **675**, A., 16; 1890, **841**, A., 19; 1891, **1042**, A., 24; 1892, **1234**, A., 24.

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- Teneriffe, 1885, **5**, A., 5, 6; **148**, A., 1, 2, 3, 7, 8; 1886-7-8, **581**, A., 2, 4; 1889, **757**, A., 2; 1890, **957**, A., 4, 5, 6, 7; **246**, M., 10; 1892, **1296**, A., 7, 8, 9, 10.
- Ténès, 1891, **1043**, A., 25; 1892, **1180**, A., 28.
- Tetuan, 1885, **3**, A., 8; 1886, **209**, A., 10; 1887, **360**, A., 12; 1888, **582**, A., 11, 12; 1889, **787**, A., 16; 1890, **955**, A., 20; 1891, **1139**, A., 16.
- Texas, 1887, **266**, A., 1; 1888, **458**, A., 1; 1890, **823**, A., 11; 1891, **989**, A., 14, 19; 1892, **1164**, A., 17.
- Tientsin, 1885, **15**, A., 2, 7; 1886, **190**, A., 3, 4; 1888, **539**, A., 6; 1889, **725**, A., 6; 1892, **1258**, A., 11.
- Tonga, 1885, **25**, A., 1; 1889-90, **993**, A., 5, 6, 7; 1891, **1137**, A., 5.
- Tonnay-Charente, 1886, **214**, A., 6; 1887, **411**, A., 6; 1888, **561**, A., 17; 1889, **736**, A., 16; 1890, **901**, A., 17, 18; 1891, **1045**, A., 17; 1892, **1209**, A., 12.
- Tönsberg, 1886, **130**, A., 16; 1887, **440**, A., 67; 1888, **605**, A., 69; 1889, **781**, A., 62; 1890, **915**, A., 43; 1891, **1143**, A., 94-97; 1892, **1272**, A., 76, 78.
- Torre Vieja, 1890, **924**, A., 32.
- Trebizond, 1886, **135**, A., 3, 9, 10; 1887, **342**, A., 10; 1888, **549**, A., 3, 8, 9; 1889, **689**, A., 9; 1890, **878**, A., 11; 1890-91, **1059**, A., 11, 12; 1892, **1173**, A., 11.
- Trieste, 1885, **55**, A., 2; 1886, **233**, A., 8; 1887, **430**, A., 11, 12, 13; 1888, **607**, A., 2, 3; 1889, **836**, A., 2; 1890-91, **1145**, A., 5-7; 1891-92, **1292**, A., 15.
- Tripoli, 1886, **89**, A., 1; 1887, **267**, A., 1; 1888, **476**, A.; 1889, **653**, A., 1; 1891, **1022**, A., 1, 2.
- Tromsö, 1886, **130**, A., 47; 1887, **440**, A., 64, 65; 1888, **605**, A., 66; 1890, **915**, A., 88; 1892, **1272**, A., 81.
- Trouville, 1886, **96**, A., 23; 1887, **277**, A., 25; 1888, **486**, A., 27; 1889, **671**, A., 39; 1890, **839**, A., 35; 1891, **999**, A., 24; 1892, **1174**, A., 26.
- Truxillo, 1886, **107**, A., 3; 1887, **364**, A., 3.
- Tunis, 1886, **206**, A., 7; 1887, **383**, A., 12; 1888, **608**, A., 2; 1889, **785**, A., 6; 1890, **932**, A., 9, 10; 1891, **1109**, A., 9, 12, 13; 1892, **1293**, A., 13, 14.
- Turkey, 1891-92, **1224**, A., 8.
- Uddevalla, 1886, **131**, A., 8; 1887, **324**, A., 9; 1888, **524**, A., 10; 1889, **750**, A., 10; 1890, **931**, A., 9; 1891, **1067**, A., 12; 1892, **1247**, A., 11.
- Uleaborg, 1887, **447**, A., 38; 1888, **564**, A., 32; 1889, **777**, A., 53; 1891, **1119**, A., 61; 1892, **1275**, A., 71.
- Uruguay, 1885-89, **794**, A., 13; 1889-90, **1124**, A., 25-29; 1890-91, **1294**, A., 12, 14.
- Vadsö, 1886, **130**, A., 52; 1887, **440**, A., 71; 1888, **605**, A., 74; 1889, **781**, A., 65; 1890, **915**, A., 98; 1891, **1143**, A., 99.
- Valencia (Spain), 1886, **97**, A., 26; 1887, **274**, A., 14, 15; 1888, **489**, A., 15; 1889, **692**, A., 18; 1890, **924**, A., 16, 17, 18; 1891, **1060**, A., 9; 1892, **1225**, A., 20, 22-24.
- Valparaiso, 1885, **120**, A., 1, 2.
- Vardö, 1886, **130**, A., 50; 1887, **440**, A., 69; 1888, **605**, A., 70; 1889, **781**, A., 63; 1890, **915**, A., 94; 1891, **1143**, A., 102; 1892, **1272**, A., 88.
- Varna, 1885, **1**, A., 4, 5; 1887, **269**, A., 3; 1888, **558**, A., 3, 4; 1889, **752**, A., 61; 1890, **936**, A., 48, 49; 1891, **1110**, A., 51, 52.

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- Venezuela, 1885, **42**, A., 2; 1886, **138**, A., 9, 10, 11, 12, 13; 1888, **528**, A., 3, 7; 1889-90, **912**, A., 4.
- Venice, 1886, **245**, A., 1, 2; 1887, **439**, A., 1, 2; 1888, **641**, A., 2; 1889, **809**, A., 2; 1890, **978**, A., 2; 1891, **1151**, A., 3.
- Vera Cruz, 1886, **146**, A., 12, 13, 20; 1887, **322**, A., 2, 3, 26; 1888, **604**, A., 3, 4, 5, 14; 1889, **786**, A., 6; 1880-92, **1218**, A., 9, 21.
- Vigo, 1887, **329**, A., 13; 1888, **520**, A., 14, 15; 1889, **711**, A., 21, 23; 1890, **914**, A., 19, 22; 1891, **1056**, A., 31, 33; 1892, **1195**, A., 23.
- Villanueva, 1888, **489**, A., 14; 1889, **692**, A., 17.
- Volo, 1886, **98**, A., 2; 1888, **474**, A., 6; **559**, A., 4; 1889, **672**, A., 10; 1890, **834**, A., 12; 1891, **1019**, A., 16; 1892, **1184**, A., 17.
- Warberg, 1888, **524**, A., 15; 1889, **750**, A., 14; 1890, **931**, A., 12; 1891, **1067**, A., 15; 1892, **1247**, A., 16.
- Wenchow, 1886, **139**, A., 4; 1887, **285**, A., 6; 1888, **513**, A., 7; 1889, **688**, A., 8; 1890, **838**, A., 2, 8; 1891, **1010**, A., 7; 1892, **1212**, A., 13.
- Wiborg, 1887, **447**, A., 34; 1888, **564**, A., 26, 27; 1889, **777**, A., 46; 1890, **950**, A., 33; 1891, **1119**, A., 55; 1892, **1275**, A., 73.
- Wilmington (California), 1886, **186**, A., 31; 1887, **375**, A., 22; 1888, **555**, A., 31; 1889, **718**, A., 48; 1890, **906**, A., 51; 1891, **1086**, A., 54.
- Wilmington (Carolina), 1886, **137**, A., 1, 19, 20.
- Windau, 1886, **167**, A., 8, 9; 1887, **376**, A., 6; 1888, **516**, A., 8; 1889, **667**, A., 11; 1890, **860**, A., 21; 1891, **1003**, A., 23; 1892, **1172**, A., 27.
- Wisby, 1891, **1125**, A., 20.
- Wuhu, 1886, **159**, A., 1, 6; 1887, **299**, A., 4, 5; 1888, **519**, A., 1, 4; 1889, **676**, A., 3, 4; 1890, **864**, A., 9; 1891, **1048**, A., 3, 5, 12; 1892, **1217**, A., 10.
- Yeisk, 1887, **263**, A., 11; 1888, **491**, A., 15; 1889, **675**, A., 17; 1890, **841**, A., 18; 1891, **1042**, A., 18, 23; 1892, **1234**, A., 23.
- Ystad, 1888, **524**, A., 23; 1889, **750**, A., 23; 1890, **931**, A., 22; 1891, **1067**, A., 25.
- Yuensan (Corea), 1885, **61**, A., 4; 1886, **218**, A., 4; 1887, **372**, A., 4.
- Zante, 1885, **17**, A., 10, 11.
- Zanzibar, 1890-91, **982**, A., 2, 4; 1892, **1194**, A., 18-20.
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- Shiraz.** Trade of 1886, **113**, A., 12.
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- Shuster** (Persia).
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- Lyons, 301, A., 6; 510, A., 6, 7; 698, A., 6; 865, A., 7; 1033, A., 10, 11.
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- Amoy, **133**, A., 8.
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- Trade of 1886, **130**, A., 21; of 1887, **440**, A., 54; of 1888, **605**, A., 54; of 1889, **781**, A., 52; of 1891, **1143**, A., 77; of 1892, **1272**, A., 70.

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* Formerly called Taiwan.—[W. M.]

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358	Philippopolis	1	420	Sandakan	1
359	Greytown	1	421	Barcelona	1
360	Tangier	1	422	Königsberg	1
361	Lisbon	1	423	Tabreez	1
362	Chicago	1	424	Guayaquil	1
363	Jerusalem and Jaffa	1	425	St. Petersburg	1
364	Truxillo	1	426	Tokio	1
365	Ningpo	1	427	Charleston	1
366	Chefoo	1	428	Amsterdam	1
367	Bushire	1	429	Hamburg	4
368	Stockholm	2	430	Trieste	1
369	Santiago	1	431	New York	2
370	New York	2	432	Antwerp	1
371	Pernambuco	1	433	Munich	1
372	Söl	1	434	Buenos Ayres	1
373	Chinkiang	2	435	Warsaw	1
374	Pernambuco	1	436	Porto Rico	1
375	San Francisco	2	437	Réunion	1
376	Riga	1	438	Lisbon	1
377	Newchwang	2	439	Venice	1
378	San Salvador	1	440	Christiania	5
379	Frankfort	2	441	Maranham	1
380	Hankow	2	442	Sofia	1
381	Bucharest	1	443	Copenhagen	1
382	Lisbon	1	444	Galatz	1
383	Tunis	1	445	Tabreez	1
384	Tangier	1	446	Bogotá	2
385	Santiago	2	447	St. Petersburg	3
386	Diarbekir	1	448	Nice	1
387	Shanghai	2	449	Stettin	2
388	Rome	2	450	Fiume	1
389	Buenos Ayres	1	451	Chinkiang	1
390	Amsterdam	1	452	The Hague	1
391	Warsaw	1	453	Malaga	1
392	San Francisco	1	454	Taganrog	1
393	Alexandria	1	455	Mozambique	1
394	Salonica	2	456	Bogotá	2
395	Palermo	1	457	Patras	1
396	Mexico	4	458	Galveston	1
397	Naples	3	459	Buda-Pesth	1
398	Boston	1	460	Madeira	1
399	Hakodate	1	461	Warsaw	1
400	Nantes	1	462	Paris	2
401	Madeira	1	463	Baltimore	1
402	Hakodate	1	464	Philadelphia	2
403	Nagasaki	1	465	New Orleans	2
404	Hioo	2	466	New Orleans	2
405	Tonga	1	467	Cherbourg	1
406	Adana	1	468	Buenos Ayres	1
407	Vulparaíso	1	469	Algiers	1
408	Bilbao	1	470	Ichang	1
409	Santiago	1	471	Copenhagen	1
410	Paramaribo	1	472	Athens	1
411	Nantes	1	473	Cherbourg	1
412	Bangkok	1	474	The Piræus	1
413	Yokohama	2	475	Galatz	1
414	Mozambique	1	476	Tripoli	1
415	Canton	2	477	Saigon	1

No.	Place.	Price.	No.	Place.	Price.
		<i>d.</i>			<i>d.</i>
478	Serajevo	1	540	Amoy	1
479	Brussels	2	541	Mogador	1
480	Bengazi	1	542	Vienna	1
481	Odessa	1	543	Antwerp	1
482	Santo Domingo ..	1	544	Lisbon	2
483	Rome	1	545	New York	1½
484	Lisbon	1	546	San Francisco ..	1
485	Port Said	2	547	Stettin	1½
486	Havre	3	548	San Salvador ..	0½
487	Boulogne	1	549	Trebizond	1
488	Callao	1	550	Nice	1
489	Barcelona	2	551	Baghdad	0½
490	Boulogne	2	552	Fiume	1
491	Taganrog	2	553	Mogador	2
492	Kiungchow	1	554	Buenos Ayres ..	1½
493	Sandakan	1	555	San Francisco ..	2½
494	Manila	1	556	Carthage	0½
495	Swatow	1	557	Syra	1
496	Guayaquil	1	558	Varna and Bourgas	1
497	Rome	1	559	Thessaly	0½
498	Santos	1	560	Yokohama	1
499	Boston	1	561	Nantes	1½
500	Aleppo	1	562	Suakin	0½
501	Bordeaux	2	563	Algiers	1
502	Valparaiso	1	564	St. Petersburg ..	2½
503	St. Petersburg ..	1	565	Soul	1
504	Rio de Janeiro ..	4	566	Newchwang	1
505	Brest	1	567	Roustchouk and Philipopolis	1
506	Dunkirk	1	568	Stockholm	1½
507	Genoa	2	569	Tonga	1
508	Beyrout	1	570	Chicago	1½
509	Colonia	1	571	Adana	0½
510	Marseilles	1	572	Buenos Ayres ..	3
511	Kiukiang	1	573	Frankfort	1½
512	Buda-Pesth	2	574	Canton	1½
513	Wenchow	10	575	Tamsui	5½
514	Coquimbo	1	576	Palermo	3
515	Charleston	1	577	Amsterdam	1
516	Riga	1	578	Ajaccio	0½
517	Mollendo	1	579	Shanghai	1½
518	Taiwan	1	580	Warsaw	0½
519	Wuhu	1	581	Teneriffe	1
520	Corunna	2	582	Tangier	2
521	Noumea	1	583	Surinam	0½
522	San José	1	584	Loanda	1
523	Ningpo	1	585	Alexandria	1
524	Gothenburg	2	586	Cagliari	1
525	Hankow	2	587	Smyrna	0½
526	Foochow	1	588	Mannheim	1
527	Erzeroum	2	589	Nagasaki	1
528	Ciudad Bolivar ..	1	590	Hakodate	1
529	Jaffa	1	591	Bushire	1
530	Ancona	1	592	Chinkiang	0½
531	Savannah	1	593	Pakhoi	1
532	Batavia	1	594	Hiogo	1½
533	Adrianople	1	595	Bangkok	1
534	Nisch	11	596	Serajevo	1
535	Vienna	1	597	Copenhagen	1½
536	Odessa	8	598	Cephalonia	0½
537	Constantinople ..	2	599	Chefoo	0½
538	Damascus	1	600	Guatemala	1½
539	Tientsin	1			

No.	Place.	Price.	No.	Place.	Price.
		d.			d.
601	Tonga	0½	683	Antwerp	1
602	Tahiti	1	684	Boston	1
603	Stettin	2	685	Madeira	0½
604	Vera Cruz	1½	686	New Hebrides	0½
605	Christiania	4	687	Riga	1
606	Pernambuco	1½	688	Charleston	1
607	Trieste	1½	689	Algiers	2
608	Tunis	9½	670	Stuttgart	1
609	Havana	2	671	Havre	3
610	Frankfort	0½	672	The Piræus	1
611	Tabreez	0½	673	Syra	1
612	Bilbao	1	674	Boulogne	1
613	Barcelona	0½	675	Taganrog	2
614	Tokio	1	676	Wuhu	0½
615	Naples	2½	677	Batoum	1
616	Batoum	0½	678	Manila	1
617	Odessa	1	679	Tamsui	1
618	La Rochelle	1	680	Kiungchow	1
619	Rome	1	681	Swatow	1
620	Nice	1	682	Stettin	6
621	Kiukiang	0½	683	Bordeaux	2½
622	Paris	1	684	Port Said	1
623	Salonica	1½	685	Coquimbo	0½
624	Réunion	1	686	Warsaw	1
625	Ichang	1	687	Ichang	1
626	Bogotá	1	688	Wenchow	1
627	Malaga	2	689	Trebizond	1
628	Porto Rico	1	690	Damascus	0½
629	Bushire	2½	691	Savannah (Georgia)	1
630	The Hague	0½	692	Barcelona	2½
631	Berlin	1	693	Santos	1
632	Adrianople	1½	694	San José	1
633	Rome	1½	695	Batavia	1
634	Santiago	0½	696	Genoa	1½
635	Tahiti	0½	697	Calais	2
636	Maranham	0½	698	Marseilles	1
637	Mexico	2	699	Brest	1
638	Christiania	1	700	Lisbon	2½
639	Copenhagen	1	701	Leghorn	2
640	Paris	1	702	Rio Grande do Sul	1
641	Venice	1	703	Tainan	1
642	Cherbourg	0½	704	Kewkiang	4
643	New York	1	705	Fiume	1
644	Patras	1	706	Odessa	2
645	Bourgas	0½	707	Suakin	0½
646	St. Petersburg	3	708	Hankow	0½
647	Taganrog	0½	709	Amoy	1
648	Baltimore	1½	710	Buda-Pesth	1½
649	New Orleans	2	711	Corunna	2
650	New Orleans	1	712	Mogador	2
651	Samos	0½	713	Cadiz	0½
652	Buda-Pesth	1½	714	Cadiz	1
653	Tripoli	0½	715	Rio de Janeiro	2½
654	Buenos Ayres	0½	716	Newchwang	0½
655	Paris	1	717	Chinkiang	0½
656	Cherbourg	1	718	San Francisco	6
657	Warsaw	0½	719	Bussorah	0½
658	Rome	1½	720	Beyrout	1
659	Saigon	0½	721	Adrianople	0½
660	Buenos Ayres	0½	722	Nantes	0½
661	Galveston	1	723	Caracas	1
662	Galatz	1½	724	Mogador	0½

No.	Place.	Price.	No.	Place.	Price.
		<i>d.</i>			<i>d.</i>
725	Tientsin.. ..	1	787	Tangier.. ..	1½
726	Foochow	1	788	Rome	2
727	Port-au-Prince..	0½	789	Stuttgart	1½
728	Callao	1	790	Panama.. ..	1½
729	Puerto Plata ..	0½	791	Berne	1½
730	San Francisco ..	1	792	Asuncion	0½
731	Philadelphia ..	2½	793	Bahia	7½
732	Pakhoi	1	794	Monte Video ..	1½
733	Bilbao	1	795	Munich.. ..	2
734	Dunkirk	1	796	Bucharest	1
735	Vienna	1	797	Tokio	1
736	Nantes	1½	798	Tabreez.. ..	1
737	Paramaribo	1	799	Antwerp	1
738	Honolulu	0½	800	Malaga	1
739	Chicago.. ..	2	801	Odessa	1
740	Söul	1	802	Malaga	2
741	Brindisi	1½	803	Amsterdam ..	1
742	Mozambique ..	1	804	Bogotá	1½
743	Caldera and Lota	1½	805	Guayaquil	0½
744	Nice	1½	806	Lima	1
745	Aleppo	1	807	Rio de Janeiro..	3
746	Hakodate	1	808	Dantzic.. ..	1½
747	New York	2	809	Florence	1½
748	Cagliari.. ..	1	810	Lisbon	1
749	San Salvador ..	1	811	Quito	0½
750	Gothenburg ..	2	812	Para	0½
751	Nagasaki	1	813	Palermo	2½
752	Sofia	3½	814	Copenhagen ..	1
753	Meshed.. ..	1	815	Serajevo	0½
754	Yokohama	2½	816	Porto Rico ..	1
755	Shanghai	2	817	Madrid.. ..	0½
756	Lisbon	1½	818	Brussels	0½
757	Teneriffe	0½	819	Patras	0½
758	Noumea	0½	820	Stuttgart	1
759	Tahiti	0½	821	Taganrog	1
760	Bushire.. ..	1½	822	Salonica	2
761	Frankfort	2	823	Galveston	1
762	Palermo	2½	824	Rome	1½
763	Guatemala ..	1	825	Paris	1½
764	Smyrna.. ..	4	826	Bushire.. ..	0½
765	Munich.. ..	2	827	New Orleans ..	3
766	Hiogo	1½	828	Buda-Pesth ..	0½
767	Alexandria	1½	829	Hamburg	3
768	Maracaibo	0½	830	Port Said	1
769	Macao	1	831	Samoa	0½
770	Canton	1	832	Guayaquil	0½
771	Bangkok	2½	833	New Orleans ..	2
772	Stockholm	1½	834	The Piræus ..	1
773	Jaffa	0½	835	Baltimore	1½
774	Copenhagen ..	0½	836	Trieste	2
775	Ningpo	0½	837	Galatz	1½
776	Stettin	2	838	Wenchow	1
777	St. Petersburg..	3	839	Havre	2½
778	St. Petersburg..	0½	840	Rome	1½
779	St. Jago de Cuba	1½	841	Taganrog	2
780	Chefoo	1	842	Calais	1
781	Christiania	3½	843	Boston	1
782	Marseilles	0½	844	Bordeaux	2½
783	Baghdad	1	845	Charleaux	1½
784	Naples	1½	846	Manila	5
785	Tunis	..	847	Madeira	0½
786	Vera Cruz	..	848	Paris	2

No.	Place.	Price.	No.	Place.	Price.
		<i>d.</i>			<i>d.</i>
849	Tripoli	0½	911	New York	1½
850	Swatow	1	912	Caracas	1½
851	Saigon	0½	913	Greytown	0½
852	Vienna	1½	914	Corunna	2
853	Algiers	2	915	Christiania	5½
854	Algiers	1	916	Callao	1
855	Mozambique	8	917	Macao	1
856	Antwerp	1½	918	Söul	1
857	Mogador	2	919	Dunkirk	1
858	Ichang	0½	920	Tamsui	1
859	Calais	8½	921	Bussorah	0½
860	Riga	2	922	Yokohama	3½
861	San José	1	923	Bilbao	1½
862	Genoa	1½	924	Barcelona	2½
863	Warsaw	1	925	The Hague	1
864	Wuhu	1	926	Chefoo	1
865	Marseilles	1	927	Buenos Ayres	0½
866	Syra	1	928	Santo Domingo	0½
867	Jeddah	0½	929	Constantinople	0½
868	Savannah	0½	930	Erzeroum	1½
869	Suakin	0½	931	Gothenburg	2
870	Berlin	1	932	Tunis	1
871	Batoum	1½	933	New York	1
872	Rosario	0½	934	Nagasaki	1
873	Buenos Ayres	0½	935	Hakodate	1½
874	Mogador	1	936	Sofia	3
875	Tainan	6½	937	Frankfort	2
876	Pakhoi	1	938	Bangkok	9
877	Odessa	2½	939	Berne	1½
878	Trebizond	1½	940	The Hague	1½
879	Mollendo	0½	941	Christiania	1
880	Kiukiang	1	942	Christiania	0½
881	Antananarivo	1	943	Brunei	1½
882	Stettin	2½	944	Alexandria	1½
883	Fiume	1½	945	Therapia	0½
884	Batavia	1	946	Bushire	1½
885	Samoa	0½	947	Tokio	2½
886	Cherbourg	1	948	Stockholm	2
887	Cagliari	1	949	Palermo	2½
888	Hankow	1½	950	St. Petersburg	2½
889	Vienna	1½	951	Quito	0½
890	Amoy	1	952	Rio de Janeiro	2
891	Adrianople	0½	953	Naples	2
892	Chicago	2½	954	Amsterdam	1
893	Brest	1	955	Tangier	2
894	Smyrna	1	956	Paramaribo	1
895	Cadiz	1	957	Teneriffe	1
896	Aleppo	1	958	Athens	2
897	Foochow	1	959	Odessa	1
898	Kiungchow	1	960	Copenhagen	9
899	The Hague	1½	961	Tokio	1
900	Nice	1½	962	Salonica	1½
901	Nantes	1½	963	Stettin	3½
902	Port-au-Prince	1½	964	Philadelphia	2
903	Bengazi	1	965	Mexico	2
904	Tahiti	0½	966	Malaga	2½
905	Chinkiang	1	967	Berne	1
906	San Francisco	3	968	Puerto Rico	0½
907	Brindisi	2	969	Buda-Pesth	1
908	Beyrout	1	970	Bogotá	1
909	Noumea	0½	971	Panama	1½
910	San Francisco	1	972	Munich	2

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No.	Place.	Price.	No.	Place.	Price.
		<i>d.</i>			<i>d.</i>
973	Copenhagen	4	1035	Paris	1
974	Guatemala	1	1036	Ichang.. ..	5
975	Munich	2	1037	Pakhoi	1
976	Meshed	1½	1038	Foochow	1
977	Para	0½	1039	Brest	1
978	Venice and Ancona ..	1	1040	Madeira	0½
979	The Hague	1½	1041	Antwerp	1½
980	Patras	1	1042	Taganrog	2½
981	Paris	1½	1043	Algiers	2½
982	Zanzibar	2½	1044	Hankow	1½
983	Buenos Ayres	0½	1045	Nantes.. ..	1½
984	Copenhagen	1	1046	Belgrade	2
985	Stuttgart	1	1047	Fiume	1
986	New Orleans	1½	1048	Wuhu.. ..	1
987	New Orleans.. ..	10	1049	Cagliari	1
988	Suakin.. ..	0½	1050	Erzeroum	1
989	Galveston	1½	1051	Syra	1
990	Berlin	1	1052	Cherbourg	1
991	Zanzibar	1½	1053	Lima	1
992	Guayaquil	1	1054	Bilbao	1½
993	Tonga	1	1055	Cadiz	2
994	New Orleans	1	1056	Corunna	2½
995	Mozambique	1½	1057	Saigon.. ..	1
996	Galatz	1½	1058	Port-au-Prince ..	1
997	Nantes.. ..	1½	1059	Trebizond	1
998	Algiers	1	1060	Barcelona	1½
999	Havre	2½	1061	Tainan	1
1000	Buenos Ayres	6	1062	Smyrna	1½
1001	Baltimore	1½	1063	Old Calabar	0½
1002	Taganrog	1	1064	Samoa.. ..	0½
1003	Riga	2	1065	Tahiti	1
1004	Bordeaux	2½	1066	Chefoo	6
1005	The Hague	1½	1067	Gothenburg	2
1006	Buenos Ayres	1½	1068	Buenos Ayres	1½
1007	Constantinople	1½	1069	Loanda	1½
1008	Rome	1	1070	Guatemala	1
1009	Mozambique	1	1071	Zanzibar	1
1010	Wenchow	1	1072	Charleston	2½
1011	Mogador	2½	1073	Nice	1
1012	Amoy	1	1074	Caracas	1
1013	Kiukiang	1	1075	Lisbon	2
1014	Stettin	1½	1076	Calais	2
1015	Boston.. ..	1	1077	Rio Grande do Sul ..	5½
1016	Callao	1	1078	Philadelphia	2½
1017	Aleppo	1	1079	Brindisi	2
1018	Santos	2½	1080	New York	2
1019	Piræus.. ..	1	1081	San Francisco	1½
1020	Mogador	1	1082	Frankfort	4
1021	Adrianople	0½	1083	Hiogo	1½
1022	Tripoli.. ..	1	1084	Tokio	1½
1023	Jerusalem	1	1085	Amsterdam	1
1024	Odesa.. ..	6	1086	San Francisco	3
1025	Genoa.. ..	1½	1087	Bangkok	0½
1026	Kiungchow	1	1088	Söul	1½
1027	Batoum	4½	1089	Chiengmai	1
1028	Buenos Ayres	1	1090	Copenhagen	0½
1029	Batavia	1	1091	New Caledonia	0½
1030	Santo Domingo	0½	1092	Bushire	2
1031	San José	1	1093	Tamsui	1
1032	Manila.. ..	1½	1094	Dunkirk	1
1033	Marseilles	1	1095	Port Said	1
1034	Swatow	1	1096	Guatemala	0½

No.	Place.	Price.	No.	Place.	Price.
		<i>d.</i>			<i>d.</i>
1097	Chungking ..	9	1159	Bengazi ..	1
1098	Nagasaki ..	1	1160	Santos ..	2½
1099	Constantinople ..	2	1161	Buenos Ayres..	1½
1100	Buenos Ayres ..	0½	1162	Nantes..	1
1101	Shanghai ..	2	1163	Beira ..	5
1102	Jeddah ..	0½	1164	Galveston ..	1½
1103	Chicago ..	3	1165	Berlin ..	1
1104	Erzeroum ..	0½	1166	Bordeaux ..	2½
1105	Loanda ..	3	1167	Calais ..	2½
1106	Macao ..	0½	1168	Hague ..	2
1107	Canton ..	1	1169	Athens ..	12
1108	Paramaribo ..	1½	1170	Galatz ..	1½
1109	Tunis ..	1½	1171	Guayaquil ..	1
1110	Sofia ..	3	1172	Riga ..	2
1111	Brunei ..	1½	1173	Trebizond ..	1
1112	Athens ..	2½	1174	Havre ..	2½
1113	Alexandria ..	2	1175	Saigon ..	0½
1114	Vienna ..	1	1176	Baltimore ..	1½
1115	Stettin..	2½	1177	Brest ..	1
1116	Berne ..	1	1178	Buenos Ayres..	0½
1117	Palermo ..	2½	1179	Adrianople ..	0½
1118	Tokio ..	1½	1180	Algiers ..	2½
1119	St. Petersburg ..	3	1181	Boston..	1
1120	Teneriffe ..	1	1182	Marseilles ..	1½
1121	Damascus ..	1	1183	Warsaw ..	1
1122	Naples..	2	1184	Piræus..	1½
1123	Hakodate ..	1	1185	Callao ..	1
1124	Montevideo ..	2½	1186	Jerusalem ..	0½
1125	Stockholm ..	1½	1187	Chefoo ..	1½
1126	Dantzic ..	2	1188	Munich ..	2
1127	The Hague ..	1½	1189	Resht ..	1
1128	Odessa..	1	1190	Batavia ..	1½
1129	Berne ..	1½	1191	Batoum ..	1½
1130	Malaga ..	3	1192	Tainan..	1
1131	Rome ..	2½	1193	Amoy ..	1
1132	St. Jago de Cuba ..	4½	1194	Zanzibar ..	4
1133	Munich ..	1½	1195	Corunna ..	2
1134	Meshed ..	1	1196	Algiers ..	15½
1135	Guayaquil ..	0½	1197	Pakhoi..	1
1136	Rio Janeiro ..	4½	1198	Nice ..	1½
1137	Tonga ..	1	1199	Kiungchow ..	1½
1138	Copenhagen ..	1	1200	Aleppo ..	1
1139	Tangier ..	1½	1201	Stettin..	4½
1140	Buenos Ayres..	2½	1202	Swatow ..	1
1141	Maranham ..	1	1203	Charleston ..	2½
1142	Baghdad ..	1½	1204	Syra ..	1
1143	Christiania ..	5½	1205	New Orleans ..	2½
1144	Old Calabar ..	2	1206	Suakin ..	1½
1145	Trieste..	1½	1207	Caracas ..	1
1146	Quito ..	1	1208	Somali Coast ..	1
1147	Buenos Ayres..	6	1209	Nantes..	1
1148	Bogota..	1	1210	Tahiti ..	2
1149	The Hague ..	2	1211	Ichang ..	3½
1150	Mexico..	2½	1212	Wênchow ..	1
1151	Venice and Ancona ..	2	1213	Havana ..	2
1152	Calais ..	1	1214	Cagliari ..	1
1153	Lorenzo Marques ..	1½	1215	Old Calabar ..	0½
1154	Patras ..	1	1216	Foochow ..	1
1155	Taganrog ..	1	1217	Wuhu..	1
1156	Stockholm ..	1	1218	Vera Cruz ..	1½
1157	Washington ..	2	1219	San José ..	1
1158	Paris ..	1½	1220	Antwerp ..	1

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* See note on p. 382.

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